THE CHINA MAIL.

ten Popular ma leading paper.

1845.

PRINTING

Or RYBRY DESCRIPTION Promptly, Really, &

Cheaply Bysouted at

'China Mail Office,'

S WENDMAN BENEFA

METABLISHD

No. 11,292 跳五十月五年九十九百八千一英

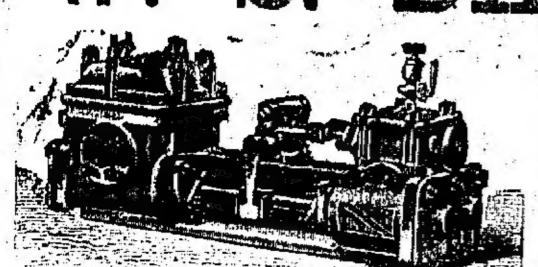
HONGKONG, MONDAY, MAY 15, 1899.

日大初月四年安己

PRICE, \$2.50 per Month.

Business Notices.

BAILBY



PRAYA CENTRAL.

STEAM LAUNCHES BOUGHT, SOLD OR BUILT TO ORDER,

S. BAILEY.

Consulting and Superintending Engineer and Surveyor.

LANE, GRAWFORD & CO.'S SELECTED LIST OF

PIANOS SECCIALLY BETT FOR TROPICAL CHINATES

Aungalow Mod 1 of Special Construction \$500 & \$850 C Jonial Modes, by Collard and Collard... \$500 & \$550 Send Oranda, by Collard and Collard... \$500 & \$1000 Colprendals Model, by John Broadwood & Son... \$550 Exhibition Model, by John Broadwood and Sons. \$600 Stuttgart Model, by F. Dörner & Sons... \$650

SECOND HAND PIANCE AT CREAP RATES. MONTHLY PAYMENTS ACCEPTED.

PIANOS ENCHANGED.

LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

Assers on 31st Dec., 1898 .... £53,826,937. Total Liabilities do. .....£41,887,251 ....£ (1,939,688 Apply for Particulars of the Guaranteed Cash-Value Policies' to the Branch Office for South China, No. 9, Ico House Street.

F. KIENE. Acting Manager. Hongkong, May 2, 1899.

UNION INSURANCE SOCIETY OF CANTON, LIMITED. NOTICE TO SHAREHOLDERS.

N Interim BONUS of TWESTY PER A CENT upon Contributions for the year 1898, has been Declared. WARRANTS will be issued on the 1st

By Order of the Board, DOUGLAS JONES. Secretary.

Hongkong April 19, 1890. BEST YUBARI LUMP COAL, FOR

SALE hereby give Notice that we have Lor of YUBARI LUMP COAL on Hand from Moroban (Japan), and have 14 OLD BRASS RAFTS, Melor

use on Steamers. Apply to KWONG MAN WO, No. 132, Bonham Strand West: Hougkong, May 8, 1899.

GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY, LIMITED.

YOME SHAREHOLDERS not having SHARES to which they are entitled, the Surplus will be Allotted to existing Shareholders in proportion to the Number of Shares held by them, if applied for on or before 17th Instant.

LUTGENS, EINSTMANN & Co., General Agents. Hongkong, May 10, 1899

THE CHINA PROVIDENT LOAN AND

MORTGAGE CO., LIMETED. NOTICE.

Certificate for 100 SHARES Numbered 16972/17071 Standing in the Register of this Company in the name of Miss ELLEN FARRELL BROWN, having been LOST,

Notice is hereby given that a Duplicate Certificate for the said 100 SHARES will be Issued One Month hence, and that the Original Certificate unless produced within that Period will thereafter be held by the Company as Null and Void.

SHEWAN, TOMES & Co. General Managers. Hongkong, May 3, 1899,

W. POWELL Ex. S. S. SHANGHAL

NEW STOCK OF LADIES' AND UNTRIMMED MILLINERY, TRIMMED NEW FLOWERS, FEATHERS,

LACES, RIBBONS, Etc., Etc. PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY X7ILL despatch VESSELS to the Undermentioned PORTS on the DATES named :-

KOBE (DIRECT). Nankin ton F. C. A. Lyon; B.N.R . ... About 17th May. S'HAI, N'SAKI, N'SAKL KOBE & + For Freight, (only). . For Freight or passage, and further Particulars, apply to

H. A. RITCHIE, Superintendent. P. & O. S. N Co.'s Office. Hongkong, May 15, 1899.

> THE HONGKONG HOTEL.

FOR COMFORT UNSURPASSED

ASIA.

VICTORIA DISPENSARY.

VERY BARE OLD LIQUEUR SCOTCH WHISKY (in Square Bottles). One of the Oldest and Best known Whiskies in the Colony.

FINEST OLD SCOTCH WHISKY. Specially bettled for us by Usmen & Co.

LOCHABER SCOTCH WHISKY, A very fine blend, Matured and Mellow.

QUEEN'S CHOICE LIQUEUR SCOTCH WHICKY. VICTORIA DISPENSARY. Hongkong, 14th September, 1898.

MANILA CIGARS. THE DUC DE MONTEBELLO

CHAMPAGNE.

HARVEY'S ROYAL TAWNY PORT. Hongkong Agent :-W. HUTTON POTTS,

OFFICE: DAIRY FARM BUILDING, Below Glenealy.

> D. C. L. OLD TOM AND DRY GINS.

> > PER DOZEN \$7.00.

SOLE AGENTS: BIOE & Co. Business Notices,

ASBESTOS EASTERN AGENCY,

HONGKONG HOTEL-PRAYA,



BELL'S ASBESTOS PACKINGS ARE THE BEST.

BOILER COMPOSITION BELL'S IS THE BEST.

BELL'S ENGINE OIL

IS THE DEST AND CHEAPEST IN THE MARKET.

KINGHORN & MACDONALD,



Are now booking Orders for their

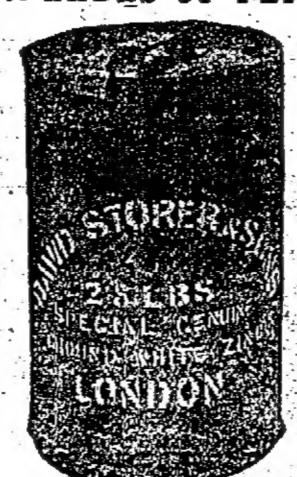
NEW SEASONS "CUMSHAW"

Delivered FREE to any address in the United Kingdom. 5 CATTY BOX Hongkong, May 1, 1899.

(PROPRIETORS OF DAVID STORER & SONS).

LONDON-LIVERPOOL-PARIS, PRAYA CENTRAL, HONGKONG.

M AKERS OF PAINTS, VARNISHES AND COLORS



BELL BRAND PAINTS OF ALL COLORS,

WHITE LEAD, WHITE ZINC, RED LEAD, TURPENTINE

COPAL VARNISH,

PALE BOILED

LUNSEED OIL. It is impossible to procure in Hongkong A WHITE ZINC PAINT which is Superior to BELL BRAND.

SPECIAL GENUINE GROUND WHITE ZINC. (All Kegs Bear a Green St. Andrew's Cross.)

PEAK HOTEL

CRAIGIEBURN.

THE PEAK HOTEL is Situated at VICTORIA GAP, adjoining the TRAMWAY STATION, 1350 feet show See Level. CRAIGIEBURN is S. tuated at Plunkerr's Gap, five minutes' walk from the PEAK HOTEL. Fine Healthy Lecation-Variety of Beautiful Scenery, Cool Southerly Breeze

in Summer, with perfect protection against the North-East Winds in Winter. Well appointed Booms, at entire Service, and excellent Cuisine. City OFFICE 7, DUDDELL STREET. Geo. J. Casanova, Manager.

FERGUSON'S



HIGHLAND WHISKY. FERGUSON'S

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland; devoid absolutely of all deleterious matter. THE CREME DE LA CREME OF WHISKIES.

PURE AND MILD. Sole Importers,

F. BLACKHEAD & CO.



SERRAVALLO'S TONIC

Business Notices.

(BARK AND IRON WINE) Strengthens the stomach, braces the vital system,

excites the appetite.

AN IDEAL TONIC.

WATKINS & CO.,

SQLE AGENTS FOR CHINA.

LIMITED.

DEEP WATER BAY, HONGKONG, CEMENT FACTORY, GREEN ISLAND, MACAO.

PORTLAND CEMENT.

GLAZED STONEWARE DRAIN PIPES AND FITTINGS, GLAZED PAVING, BRICES AND TILES, FIRE BRICKS AND FIRE CLAY,

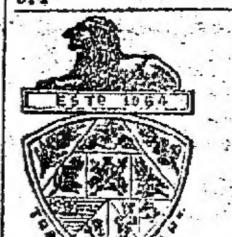
&c., &c.

For Prices and further particulars, apply to SHEWAN, TOMES & Co., General Managers.

TANSAN,

TANSAN, TANSAN, DRINK TANSAN.

KING OF TABLE WATERS. SOLE AGENTS: CARMICHAEL & Co., LIMITED, QUEEN'S BUILDING.



HATS,

LIQUOR.

TRIPLE ORANGE CRANDE CHAMPAGNE

GRAND MARNIER

SAMPLES CAN BE HAD AT THIS OFFICE. Caldbeck, Macgregor & Co., Telenhone 75. 15. Quenna Road. Wine and Spirit Merchants.

COTTAM& Co.,

SCARVES, COLLARS, SHIRTS, Etc., BOOTS & SHOES.

NOTICE TO MARINERS No. 101 (SPECIAL).

CHINA SEA. Turnabout and Lamocks Light-houses.

TOTICE is bereby given, that the alterations in the Character of the Turnabout and Lamocks Lights, as described in Notice to Mariners, No. 332. will shortly be taken in hand. Should it be necessary to extinguish either of these lights while the Change is 6.30 p.m. to 8.00 p.m.... Every to a minutes. being made, two seventh order lens lanterns will be exhibited from the light tower

gallery, one on the West side and one on the East side Either one or both of these lights may be seen according to their bearing. W. FERD. TYLER. Acting Coast Inspector,

COAST INSPECTOR'S OFFICE. Shanghai, 8th May, 1899. OLIVERS FREEHOLD MINES, LTD.

IMPERIAL MARITIME CUSTOMS,

NTOTICE is hereby given that a CALL | Central. 1 of \$1.00 per Share has been made in respect of the 'B' SHARES in the abovenamed Company, and that such CALL is PAYABLE to the General Managers, on the 5th day of July next, at the Offices of the Company, 38 and 40 Queen's Road

JOHN D. HUMPHREYS & SON, General Monagers. Hongkong, May 4, 1899.

> FACILITIES FOR ICE AT KOWLOON.

THE HONGKONG ICE CO.; LIMITED, having appointed me agent for the sale of their Ice at Kowloon, residents of that district are informed that Ice can now be had at my store there, at Hongkong 12 Cochrane Street, rates: H. RUTIONJEE,

Elgin Street, Kowloon. Hongkong, May 3, 1899.

DENTISTRY. SUI SANG Lately Practising with Dr. L Sakara) DENTIST. No. 4, Queen's Road Central.

Hongkong, January 1, 1896,

LTONGKONG HIGH-LEVEL TRAM-WAYS COMPANY, LIMITED.

TIME TABLE. WEEK DAYS. 7.30 a.m. to 8.30 a.m....Every quarter of an hour. 8.30 a.m. to 9.30 a.m., .. Every ten minutes.

9.30 a.m. to 10.45 a.m....Every quarter of 11.30 a.m. to 3.00 p.m.... Every quarter of 3.30 p.m. to 6.30 p.m....Every quarter of Night cars at 8.45 p.m. and 2 p.m. and from

9.45 p.m. to 11.15 p.m. every half hour. Extra cars at 11.30 and 11.45 p.m. SUNDAYS. 8.15 a.m. to 10.15 a.m.... Every half hour. 10.39 a.m. to 11.00 a.m ... Every ten mi-

Noon to 2 p.m... Every quarter of an hour. 2.45 p.m. to 8.00 p.m. Every quarter of Night cars at 8.45 p.m. and 9 p.m., and from 9.45 p.m. to 11.15. p.m. Every half hour. SPECIAL CARS by Arrangement at the Company's Office, 38 and 40, Queen's Road

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, May 1, 1899.

HONGKONG. TYPEWRITER EXCHANGE.

TYPEWRITER and SHORTHAND WORK of every Description accurately and promptly executed. Travel-lers desiring it, can dictate letters or other papers to stenographer, who will call at Horse, on receipt of postal or note, and deliver work within a few Hours, thus relieving them of hours of thresome work. Tyrewerrers Regards, cleaned and re-lined. Send us your Machine if out of order and we will put it in shape for you. Hongkong Tyeswarten Excusings.

Over Campbell's Restaurant. Hongkong, 24th April, 1899.

AMERICAN BYSTEM DENTISTRY

39. QUEEN S ROAD ORNTRAL

Course division and the second



NERH of Tonement Houses eliusted in the WENTERN DIVISION of the CITY (to the Westward of Monnison and Barr STREETS) are reminded that those Houses are required by Law to be LIMEWASHED June, and in view of the present unhealthy state of that portion of the City early compliance with the Law is urged.

Should the negestary work not be done by the end of the month of June, the provisions of Ordinance 24 of 1887 will be used to onforce compliance.

By Order of the Board. C. W. DUGGAN.

Secretary. SANITARY BOARD ROOM, Hongkong, May 15, 1899.

NOTICE.

CTOTICE is hereby given that Mr. propuration from This DATE.

McGREGOR BROS. & GOW. Hongkong, May 15, 1899.

BANK HOLIDAY.

IN Accordance with Ordinance No. 6 of 187. the Undermentioned BANKS will be CLOSED for the Transaction of of Public Business on MONDAY, 22nd (WHIT MONDAY), and WEDNESDAY, the 24th idem, the ANNI. VERNARY of the BIRTHDAY of Her GRACIOUS MAJESTY THE QUEEN. For the 'Chartered Bank of India, Aus-

tralia and China, T. H. WHITEHEAD, Manager, Hongkong. For the 'Hongkong and Shanghai Bankhig Corporation,

Y. A. D. HAWKINS, Acting Chief Manager. For 'The National Bank of China, Limited, QEO. W. F. PLAYFAIR.

Oast Manager. For The Mercantile Bank of India, Limited. JOHN THURBURN. Manager, Hongkong.

For the Banque de L'Indo-Chine, Hungkong Agency BERINDOAGUE

Acting Manager-For the Bank of China and Japan, Lita. Hongkong. CHANTREY INCHBALD.

For the 'Yakohama Specie Bank, Ltd.,'

For the 'Imperial Bank of China,' E. W. RUTTER, Acting Manager, Hongkong. Hongkong, May 15, 1899.

INDO-OHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA PIA AMOY. THE Company's Steamship YUENSANG,

Uaptain P. H. Rolfe, R.N.R., will be despatched as above on WEDNESDAY, the 17th Inst., at Noon, This steamer has superior Accommoda-

tion for First-class Passengers. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, May 15, 1899. THE OSAKA SHOSEN KAISHA, LD.

REGULAR WEEKLY SERVICE TO SWATOW, AMOY & TAMSUL

THE Steamship SUMIDAGAWA MARU. Captain S. NAMERATA, will be despatched for the above Ports on SUNDAY, the 21st Inst., at Daylight.

For Freight and Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, May 15, 1899. EASTERN & AUSTRALIAN STEAM. SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to Adelaide, New Zealand, TARMANIA, &C.)

THE Steamship AUSTRALIAN, Captain Helms, will be despatched for the above Ports on TUESDAY, the 23rd Inst., at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the . This Steamer is installed throughout with

the Electric Light. A Stewardess and a duly qualified Surgeon are carried. N.B.—Return Tickets issued by this Chilli, for Canton. Company to and from Australia, are avail- Taisang, for Canton. able for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versu.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, May 15, 1899.

FROM HAMBURG, PENANG AND SINGAPORE.

THE N. D. L. Steamship Bamberg, Capt. Mayes, having arrived from the above ports, Consignees of Cargo, are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside. Optional Cargo will be forwarded unless

Notice to the contrary be given before Noon Any Cargo impeding her discharge will be landed into the Godowns of the Honorons. AND KOWLOON WHARP AND GODOWN COM-PARY, LIMITED, and stored at Consignees'

risk and expense. No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 22nd Inst. will be subject to rent, All Broken, Chafod, and Damaged Goods

are to be left in the Godowns, where they will be arapsened on the 22nd Instant, at 3 No Fire Insurance life been extented.

BIEMSEN & Co. Hongkong, May 15, 1800

## Vessels Advertised as Loading.

Date of Lapring. Dutination. Cibb Livingston & Co. Australian Ports of Call Prayages (a) many Norddeutscher Lloyd, May B4, at 8 p.m. Havre and Hamburg, Heldelperg (Q) Hayre and Hamburg. Militie (a) .......... Carlowite & Comment Havro and Hamburg. Konigabers (a) Butterfield and Swite. 'sy 28. London v Suga Canal Glaugus (s) London ..... Candia (s) ...... P. & O. S. N. Co..... About May 17. Jardine Matheson& Co May 17, at Noon. Yuensang (a) Projector Nippon Yusen Raisha May 21, at 4 p.m. Manila v. Amoy ..... Marsailles, London, do, Kawachi Maru (a) .... Messageries Maritimes May 20, at noon. Marsailles v. Salgon. Balasis (1) ...... N'saki, Kobe & Y'ma. Futami Maru (a) ..... Nipp n Yusen Kajaha. May \$5, at 4 p.m. P. & O. S. N. Co..... May 27, at 4 p.m. N'saki, Kobe & Y'ma, Rosetta (a) Thewan, Tomes & Co. About May 24, Now Yorky Sues Canal Undaunted (a) .... Donwell & Co., Ltd | 4bout May 27. New Yorky, Sues Canal Vortigern (c) Carlowitz & Co ..... About July 5. New Yorky. SuczCanal Deike Rickmers (a) . Portland, Oregon .... Lennor (a) ...... Dodwell & Co. Limited June B, at noon. Butterfield & Swire ... About May 30. San Diego v. Japan ... Thyra (c) Shewan, Tomes & Co. Quick despatch. San Francisco...... Queen Margaret O. & O S. S. Co..... June 6, at noon. S. Francisco v. Japan, Coptic (s)...... S. Francisco v. Japan. City of Riode Janeiro(s) Pacific Mail S. S. Co May 27, daylight. S. Francisco v. Japan, Nippon Maru (s) ..... Toyo Kisen Kaisha.... May 20, at noon. Seattle, U.S.A..... Idzumi Maru (a) ..... Nippon Yusen Kaisha. June 1, at 4 p.m. S'hai, Y'hama & Kobe Birchtor (a)..... Dodwell & Co., Ltd ... Ahout May 20. S'hai, N'ki, L'be& Y'ma Tonkin (s) ...... Messagorles Maritimes About May 20. S'pore, C'ombo&B'bay Yamaguchi Maru (s)... Nippon Yusen-Raisha. May 16, at noon. Carlowitz & Co..... May 16, at moon. S'pore, P'ang & B'bay, Bisagno (a) ..... Douglas Lapraik & Co May 14, daylight, Swatow, Amoy & T'sui Haighing (8) ...... Swatow, Amoy & T'sui Sumidagawa Maru (a) Mitaui Bussan Kaisha. May 21, daylight. Butterfield & Swire. May 17. Swatow and Tientsin. Kweirang (s) ..... Dodwell& Co., Limited May 30, at noon. Tucoma (Wash.), &co. .. Glenogle (a) Vanonuver (B.C.), &c. Empress of Japan (s). Canadian P'fic R. Co. May 17, at moon. Yokohams and Kobe. Bamberg (a), ...... Biemasen & Co......... About May 17.

Moore and shild.

SHIPPING REPORTS.

The British steamer Nanchang reports

The British steamer Orentes reports

The British stoamer Things reports

about 1 moderate N.E. and East to port.

Fine clear weather, smooth sea,

sky, rough sas;

## To-day's Advertisements

FOR MANILA. Taking Cargo at through rates for

THE Steamship BALVADORA. Captain Gorresoro, will be despatched as Light winds and fine clear weather through above on THURSDAY, the 18th Instant, out.

For Freight or Passage, apply to BRANDAO & Co.,

Appala, Hangkong, May 15, 1899.

# SHIPPING.

ARRIVALS May 19.

Nanchang, British steamen, 1,009, E. Findlayson, Tientsin via Taku May 7, and Chefoo 8, Ground-nuts and Oil. - Better-FIELD & SWIRE.

Overten British atr., 2,892, J. Pulford, Shanghal May 11, General.—Burrensieth

Taisang, British steamer, 1,544, W. E. Sawer, Shanghai May 9, and Foochow 12, General, -JARDINE, MATHESON & Co. Meefoo, Chinese str., 1,839, Frigast, Shanghai May 10, General .- C. M. S. N.

Child, British steamer, 1,153, Newcomb, Per Hondon. Tonku May 8, Ground-nuts and Fish .-BUTTERFIELD & SWIRD.

Stechnen, British steamer, 1,158, Pennefather, Wuhu May 10, General.—BUTTER-FIELD & SWIRE.

Yamaguchi Maru, Japanese str., 2,038, R. Nunome, Moji May 9, General -NIPPON YUSEN KAISEA. Lyeemoon, German str., from Canton.

May 15. Kwang Ping, Chinese str., from Canton. Idomeneus, British atr., 4,300, James Riley, Liverpool and Singapore May 9,

General. BUTTERFIELD & SWIEE. Ynensing, British steamer, 1,128, P. H. Rolfe, R.N.R., Manila May 12, Hemp and Cigars. JARDINE, MATHESON & Co. Hue, French steamer, 704, Merlus, Haiphong and Hoihow May 14, General.-

A. R. MARTY: Hothao, French str., 508, J. C. Gerard, Bakhoi and Heihow May 14, General .-

A. B. MARTY. San Gottardo, Italian str., 1,600, Parodi, Singapore May 8, Coal -- MASTER. Michael Jebsen, German steamer, 710, H. Bendixen, Moji May 9, Coal. - JEBSEN &

Hong Leong, British steamer, 1,171, A. A. Fripp, Straita May 8, General.-Joo

Quarta, German str., 1,146, H. Johannsen, Saigon May 11, Rice and Paddy.-SANDER, WIELER & Co.

DEPARTURES. May 14.

Dagmar, for Newshwang. Maidsuru Maru, for Swatow. P. C. C. Klao, for Swatow. Hating, for Hollow. Haiching, for Swatow. Vindobona, for Shanghai.

May 15. Nanchang, for Canton. Meefoo, for Canton. Szechuen, for Canton. Pronto, for Swatow.

Indrapura, for Shanghai. Orestes, for Singapore and London. Saida, Austrian cruiser, for Shanghai. CLEARED.

Bergenhus, for Kobe. Changsha, for Macao and Sydney, &c. Hermes, for Chefoo. Keong wai, for Hoihow.

PASSENGERS.

Per Taisang, from Shanghai, &c., Per Meefoo, from Chefoo, Mr Chun Wy Chu and family; from Shanghai, 27 Chi-Per Szechnen, from Wuhin, 3 Chinese. Per Yamaguchi Maru, from Moji, Mr G.

Per Idonieneus, from Singapore, 350 Per Yuensang, from Manila, Mr and Mrs. Green, Miss M. Lago, Miss T. Lopes, Messrs A. S. Travor, C. H. Horsey, V. Monzon, C. Koavara, I. Guerra, J. Madurgo, N. Tiangoo, Li Ting Rwal, Castor Per Hue, from Halphoog, Mesers Y. Hesspublicate and Jaiquet.
Per Hone Leong from Straits, Mr Muir,

The Colorio Tens Sugar, 10 Chinese.

4 p.m. - Lyremoon leaves for Shanghal. A p.m. - Dipmante leaves for Manila. Auctions. Moon, -Austlon of Sh Cases Wreatham Pilsoner Beer, by Meanie Hughes and Meeting.

Moon .- Bisagno leaves for Bombay, &c.

Hombay, do.

8 p.m. - Mesting of Perseverance Lodge. Miscellaneous. Good per Hakata Maru not oleared after this date aubject to rent,

General Memoranda.

WEDNERDAY, May 17:-Goods per Chusan not cleared after p.m. subject to rent. Goods per Kintuck undelivered after this date subject to rent.

FRIDAY, May 19 :--Goods per Indrapure undelivered after this date subject to rent. Goods per Vindobona undelivered after this date subject to rent. MONDAY, MAY 28 :-Local Banks close.

Local Banks plose. THURSDAY, May 25 :-2,30 p.m:-Auction of Learphold and Reclamation Property, at Nos. 244 and Queen's Road West, &o.

WEDNESDAY, May 94 :---

Exchang.

Нопоково, Мау 15, 1809. Per Tucoque, for Tacema, Mrs C. H. Tones, and Mrs C. W. Griggs; for New On London-Bank, Wire, ... ... ... ... Westminister, B.C., Mr and Mrs D. D. On demand.... 80 days' sight. 4 months sight. Dooumentary, 4 months' sight, On Paris-On demand, Credita, 4 months' sight, On Barlin - Demand .... Light N.N.E. winds and fine clear weather, On New York-Light Easterly winds and the clear weather throughout. Oredita, 60 days' alght, On Bombay-The Uhinese steamer Meefes reported Fine weather throughout, calms to Turn-On Calcutta-The British steamer Childreports : Fine Witons The British etenmor Szechuen reports Light variable wincle and fine clear weather On demand, from port to port.
The British steamer Idomensus reports: On Mantin-On Shanghai -The British steamer Ynensong reports Moderate to strong breeze, equally ap-

On demand. 20 days' night, (private paper) On Yokohama— On demand. Gold Leaf, 100 fine, (per tael) Sovereigns (Bank's buying rate) fine; thence to port, strong N.E. monsoon Silver (per 02.) ... ... ...

A. S. WATSON & CO.,

PLABLE.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT

MERCHANTS.

PORTS.

quality, Red Capsule ... \$14.40

B - VINTAGE, superior

C.-FINE OLD VINTAGE,

superior quality. Black

Scal Capsule .....

TAGE, extra superior.

Violet Capsule (Old

proportionate wholesale rates.

Quem's Bond Central.

D.-VERY FINE OLD VIN-

comment

## POST OFFICE NOTICES. MAILS will close:-

proaching Hongkong, fine weather, cloudy

The British steamer Hong Leong reports

From Straits to lat. 11.00 N .. calm and

Per Hongkong, at 9 p.m., on Tuesday,

For SAIGON .-Per Holstein, at 10 a.m., on Tuesday, the 16th May. For AMOY & SINGAPORE -

Par Hong Leong, at 11 a.m., on Tuesday, the 16th May. For SINGAPORE, COLOMBO & BOM. BAY.-Per Yamaguchi Maru, at 11 a.m., on

Tuesday, the 10th May. For SINGAPORE & BOMBAY .-Per Bisagno, at 11.30 a.m., on Tuesday, the 16th May.

For SHANGHAL .-Per Wingsung, at 2 p.m., on Tuesday, the 16th May. Per Legemoon, at 3 p.m., on Tuesday, the 16th May. Per Idomeneus, at 5 p.m., on Tuesday,

the 16th May. For CHEFOO & VLADIVOSTOCK .-Per Kwangping, at 3 p.m., on Tuesday, the 16th May.

Per Diamante, at 4 p.m., on Tuesday, (For Invalids and General Use.) For MANILA .the 16th May.

For SWATOW, SINGAPORE & BANG-Per Machere, at 9 a.m., on Wednesday, the 17th May.

For BANGKOK.-Per Loosek, at 9 a.m., on Wednesday, the 17th May. For SWATOW & TIENTSIN .-Per Kiceiyang, at 10 a.m., on Wednes-

day, the 17th May. For AMOY & MANILA.-Per Yuensung, at 11 a.m., on Wednesday, the 17th May.

MAILS BY THE CANADIAN PACIFIC RAIL-WAY Co.'s PACKET .-The Canadian Pacific Mail Packet Empress of Japan will be despatched on WED. NESDAY, the 17th May, with Mails for Shanghai, Japan, United States, Canadian, &c., which will be closed as

follows :-10.00 A.M. Registry ceases. 11.00 A.M. Post-Office closes, but Correspendence may be posted on board the Packet, with the Late Fee of 10 cents extra Postage, until-the time of depar-

Quotet'ons. **Ноликово, Мау 15, 1899.** OPIUM-New Patns, cash, ... 7471/760 Old .. cash ... 707 New Benares, chab, 740 tasbian none New Malws, credit ... 700/710 Allowance, Taels, ... 815 Last Year new, ... 730/740 Allowance, Taels, ... 16/40 Old Malwa credit, ... 770/830 Atlamance. Table ... 8/24 P-mian. Taper tied 690/760

Temperature. (Takenat Mesers Falconer & Co.'s Premises, Queen's Road.) HONGKONG, May 15, 1899. BAROMETER 9 A.M ... 29.95 1 P.M. ... 29.92

Allowance Tasls ... none

THERMOMETER Q AM.... 79 1 P.M ... 80 (Wet balb) 0.A.M. 74 1 7.M. 74 Do. Do. 4 R.M. 18 Do. Marinata De Michigan Security 77

On the Sint March, at Ansper Chartely Bremes, by the Rev. Fring. Chartely WURLDET TOT ROME Shipping. Ropotan of Bhanghai, & Heleva sorals, Spon, - Yemoguchi Maru laaves

At Die Q, Hongkung Road, Shanghai (the residence of her son-in-law, J. b. Nager), on the Bil May, Jaka Ann, the reliet of the late ANTHONY FIELD BAMPSON, of Hongkong, in her 70th year.

The publication of this time on 6.34 p.m.

MORGEONE, MONDAY, MAY 15, 1899. WHAT CAN CHRISTIANITY DO FOL

CHINA

Perhaps there is no single Chinese custom which is the source of a larger variety of mischief than that of keeping large family organizations in a condition of dependance upon one another and upon a common property, instead of dividing it up among the several sons, leaving each free to work out his own -589, Queen's Road Central, No. 371, destiny, The inevitable result is chronic discontent, jealousy, suspicion, and, on the who are so. China will never have patriot of these 82,694 were brought in British part of many, indolence. This is as clearly tie subjects until she has Christian subjects, ships, and 22,747 by Foreign ships. perceived by the Chinese as by us, indeed and in China as elecwhere Christianity and far more so; but hereditary cowardice, patriotism will be found to advance hand dread of criticism, and sepecially of ridicule in hand. prevent myriads of families from effecting the desired and necessary division less they be laughed at. Christianity is itself a defigues of all antegedent public opinion, and. an appeal to a new and an illuminated understanding. Christian communities will probably more and more tend to follow the Soripturel plan of making one man and one 9.012 Woman a new family, and by this property alone will make themselves from the skine. gate of misery quite incomputable. This will be done, not by the supprimposition of any force from without, but by the exercise of a common sense which has been enlightened and endowed with a courage to change whatever areda alteration,

Christianity will introduce an entirely new element into the friendships of the Chinese, now too often based upon the selfish pone iderations suggested by the maxim of Confucius: 'Have no friends not equal to yourself. Friendship is reckened among the Five Relations, and occupies a prominent place in Chinese thought as in Chinese life. But after all is conceded in regard to it which can reasonably be claimed, it remains true that its benefits are constantly alloyed by mutual insincerity and auspicien, and not entrequently by jealousy. This the Chinese are ready in the frankest manner to admit, but as they have no experience of friendships which arise from conditions above and beyond those of the material issues of everyday life, no remedy for existing evils is ever thought of as possible Those Chinese who have become intimate with congenial Christian friends, recognize at once that in such friendships there is a flavour and zest not only unknown before, but absolutely beyond the range of imagination. Amid the poverty, barrenness, and discouragements of most Chinese lives, the gift of a wholly new relationship of the sort which Christianity imparts is to be reckoned among the choicest treasures of existence. The theory of the Chinese social organization is admirable and beautifal, but the principles which underlie it are utterly inert. When Christianity shows the Chinese for the first time what these traditional principles really mean, the theories will begin to take shape as possibilities, even as the bones of Ezekiel's vision took on flesh. Then it will more clearly appear how great an advantage the Chinese race has enjoyed in its lefty moral code. The classical but not altogether intelligible aphorism that within the Four Seas all are Brethren requives the Christian teaching regarding a common father to make it vital to Chinese consciousness. When once the Chinese have grasped the practical truth of the Fatherhood of God and the Brotherhood of Man, the starlight of the past will have \* Extraors from the Harbour Master's 20.40 been merged into the sunlight of the report on the shipping trade of the Colony

In China the family is a microcosm of the Empire. Port after removal should be rested for, a month before use.

For the changes which Christianity alone canted at the Dispensary before can effect, China is waiting to-day as never before. Her most intelligent thinkers. being sent out. These Wines too few aba! in numbers-recognize that are too favourably known to need something must be done for hor. They hope that by the adoption of certain formulæ, educational, industrial, economi Sample bottles and smaller cal, China may be saved, not perceiving quantities will be supplied at that her vital lack is neither capital nor machinery, but men. The New Chink to be penetrated by numerous railways, We guarantee our Wines and and by steam navigation of its inland waters. Vast industrial enterprises, such Spirits to be genuine only when as mines and factories, will call for great bought direct from us in the people on earth. In the management of these immenses and varied presents of the construction of the management of these immenses and varied presents which the construction of the management of the construction of the construction of the management of the construction of the cons

science and character at they have been Grant succumbed to the discount oultivated in lands to which China is at last driven to turn for help. Like all pro. Tan water account for last year gives the comps of development this will be a nlow total peoplets at \$185,418, and the balance one, but it will be sup and saids from to of receipts over expenditure at \$18,887.

there is literally no hope for Ohlus.

present existing almost entirely in the Harbour ba being licensed for passenger blind impulses of the blas of national feel- traffic and 72 privately owned. ing. During the political orises of the past for years, the great mass of the Chinese H M.S. Waterwitch is surveying in the people have been prejoundly indiff rent to vicinity of the new Treaty port of Funing, the fate of their country, and in this re- near Poschow. The German cruiser Irene spect there has been little distinction be- arrived at Bouchow on the 3rd inst. tween scholars, farmers, merchants, and coolies. Each individual has been chiefly Ir is notified in the Gazette that the 22nd oppupied in considering how in any cata- inst., being Whit Monday, is to be observed exceptions to this generalization, so far as he celebrated on Wednesday, 2.th inst., who have been acted upon by forces from day.

outside of China. The Christian converts are now suffici. 60,432 Emigranta left Hongkong for variently numerous to show in what direction ous places during 1898; of these 47,278 their influence will be felt in the nut dis- were carried by British ships, and/ 13,135 tant future. They are keenly alive to what hy Foreign ships; 105,441 were reported is taking place in the Empire, and they may as having been brought to Hongkong from almost be raid to be the only Chinese in it places to which they had emigrated; and

. (To be Ce timied.)

FOCAL AND GENERAL

via Honolulu, Yokohana, Inland Son, Robo. Nagaeaki and Shanghal, on the hood,

The P. M. Co. a. B. City of Rio de Janeiro, with mails &o., from San Francisco to 20th April, via Honolulu, has arrived at Yokohama, and will leave for this

May, via Inland Bus, Kobs, Nagasaki, and Shanghal. The N. D. L. str. B mberg, from Ham- THE total revenue collected by the Harburg, left Singapore for this port on bour Department during 1898 was the 9th May, and may be expected

port on Friday morning, the 18th

Straits, left Singapore fer this port on The s. s. Glenlochy left Singapore for this port on the 10th May, and is due here !

The a. s. Brighter, from New York, arrived at Singapore on the 10th May, and will sail for Hongkong, Changhai and Japan, on the 12th May. The C. P. R. Co.'s str. To tar arrived at

The C. and O. S. S. Co.'s Shuntring left San Diego on the afternoon of 16th April, for Yokohama, &c.

on the 7th May, she due to arrive at Kohe on 22nd May left Port Darwin on the 12th May for

the 10th May Latest Advices. 8. Cardiganshire, from Middlesbro day the 13th May, at 3 p m., and is

13th May, and in expected to arrive inside Kowloon city and stole \$22 in money. N.Y. K. s. s. Karrachi Maru left The keeper was tied hands and feet, and his Kohe, via Moji, for this port on the queue was also tied up. One man has been 13th May, and is expected to arrive arrested in connection with the outrage. bere on the 20th May he M. M. Co. a str. Tonkin, with the

pected here on or about Saturday, the Maru, Hyson, U. S. S. Bennington, 20th May, This Packet hrings replies Nippon Maru, to letters despatched from Hongkong Cosmoposition, on 18th March. The N. P. Co. a s. a. Lennoz has arrived at Yokohama, and sailed for Kobe

THE appointment of Police Sergeant R Fenten to be an Inspector of Nuisances 15 gazetted

and Hougkong, on the 15th May.

in 1898 will be found on Page 5.

To amplify illustrations of the modus expressive of his own and Lady Blake's operandi of Christianity on a wider scale sympathy with Mrs Bateson Wright and beyond the family is superfluous. What Miss Wallace, who were attacked by rob-Christianity can do in one place it can do bers on the Bowen Road, and has expressed once should be ordered to be de- in another. Though soils and climate vary the hope that their assailants might be

Tokio states that the Italian croiser Pic. The subtlety on the one side and the sweet monte, which proceeded to South America touching picture, but we hope it won't last year in connection with the frouble deceive the British authorities. We can with the State of Colombia, is on her way scarcely imagine that these respected Rusto China, rio Honolulu and Japan. The in known to Admiral Seymour or Commis-Piemonic is a deck protected cruiser of 2,500 aloner Gaunt, and it is chiefly to the attentons, built in 1888

New Stock of Piance by Bringmond, Chappell Haske, Allies, Rachalla Robinson

to receive any seek tops except by infrary. Water the Water Agents

LIGHT LOW IS IN the publishment in the lawyeast was a secure with the publishment of the filture ? Only by the gultiration of true at Hingspore. A Carette second Lords

With its other great benefits, Christignity On Slat December last, there were 14? will conter upon China real patriction, at steam jaunohes employed in Hongkong

olysm impending he could make with fate the as a boliday in the Government departbest hargain for himself. If there are any ments; also that the Queen's birthday is to we know they consist exclusively of those which day will therefore be a public buli-

A NOTIFICAT ON appears in the Greette ordering that an additional rate of two 1 et cent. per annum, to take effect from July 1999, be levied on the villages of Hungham, Mongkok, Chaiwan, Wongheichung, Poktulam, North Point, and Tet The U. & O. Co.'s E. S. Coptic, with mails Han, in consequence of the destruction of trees in those theges and their nuighbour-

> K. s. a. America Maria with Tun following appointments are notified in the Carette t-Mr Owen Ordish to be cap. Koba, Nagasaki and Shanghai, tain in B' Machine Gun Company | Mr George John Budda Sayer to be Lieute. nent in B' Machine Gun Company; Mr James Herbert Aitken to be Lieutenant in B' Machine Gun Company? Mr Jeseph Harry Underwood to be Lieutenant in 'O' Machine Gun Company.

\$183,628.01, a decrease of \$50,605.11 on The a. s. Suisang, from Calcutta, and the previous year, which is more than socounted for by the reduction of the rate of Light Dues from 21 cents to 1 cent. Light Dues ... ...

Licences and International Re-Fees of Court and Office ... \$100,466.86

will leave sgain on the 14th May at The Police are enquiring into two armed robberies which have occurred in the Kowloon extension. About one o'clock on Saturday morning ten men entered a house The C. P. R. Co.'s str. Athenian, left at a village named Tsoung Lan Shu, about Vancouver for Hongkong, via Kobe three miles to the eastward of Kowloon. city, and stole money and clothing to the The E. & A. str. Airlie, from Sydney, &c., value of \$500). One of the robbers was armed with a revelver, and the others were B N. P. Co.'s s. s. Olympia sailed from armed with swords. They burst open the Tacoing for Japan and Hongkong, on door of the house occupied by a farmer, and having secured the farmer and his family ransacked the place, and afterwards decamped with \$107 in money, clothing to the and London, left Singapore on Satur- value of about \$400, and two receipts for land. Yesterday six men, the leader armed N. Y. K. s. s. Idenmi Marit left with a revolver and the others with Japa-Kobe, via Moji, for this port on the ness swords, tied up the keeper of a temple

FRENCH MAIL, of the 21st of April, AESERIS AT THE DOCKS :-- At Kordoon .--13th May, at 5 p.m., and may be ex- Isla de Cuba, Isla de Luzon, Hongkong

Cornopolitan. Don Juan de Austria,

Aberdeen .- (None). THE China Gazette publishes a somewhat

sensational leading article in which it is stated that the Syndicate that is seeking the monopoly of the gold mining rights, within the ten-mile military zone at Weihatwei is largely Russian. Our Shanghai contemporary gives the names of certain Russian officials connected with the scheme: H. E. Sir Henry Blake his written a letter, -which is estensibly a British contureand concludes :-

We have no doubt that most of whose who want the concession, really believe it. is a grand affair, but we tather fancy our Russian friends, who have put their money into the venture, do not care very much whether there is paying gold in it or not. What they want is to get a foothold inside Wei-hai-wei, knowing that the British Lion A VANCOUVER dispatch which has reached is the most stupid and purblind of beasts. tion of these two officers that we direct our remarks in the hope that they will very carefully scrutinize all applications for concosmons, leaves or rights of any kind incide the existencly important cone around the harbour I Wel-hai-wei. As a general principle, however, we may state in conclusion that if mining is permissible there at all, we think it should not be given as a mortopole to any one group of apeculators, but the practice followed in India and Bur-

11.16 B. And is now at Shanghal, where she is expicied to sem in for two months. duokir # and ropairing.

Tun douth rate last month was, for the British and Fureign community, oivil popublica. 17.4, and for the Chinese Com. munity, 21, 1,

The stamp revenue last month amounted to 830,811, being an increase of \$3,670 on the amount collected in the corresponding | had instructed her floraul to suspend demonth of 1898.

Ar Shanghal, on the 7th last, a shooting mutch, twelve m-side, tenk place hetween the Artillery and the Light Horse for the possession of the Inter-Company Challenge Shield, the result using that the holde sthe Artillery-won by 139 points.

The American papers which arrived by the last mail contain graphic notices of te careers of Messts F. W. Sylvester and Lewis Spitzel, illustrated with their photo graphs, also references to Mr Howard W Bray, the author of the recent extraord'nary character sketch of Aguinaldo.

Ir will be of interest to merchants in Hongkong to learn that Consul-General Wildram has received a telegram from Washington that Consular invoices will not be hereafter required between Manila and Hongkong while the Philippine Islands are under military government.

It was reported recently that Admiral Dawey would shortly visit Hongkong on the flagship Olympia on his way home to America. We have now authoritative information that the popular Admiral will hably some thunder showers. probably not leave for home until next month, unless Aguinaldo's surpender is resolved before that time.

On Daborok's annual report to published in the Costie. He states, the typhocus in 1898 were above the average both with regard to number and intensity. The telegrams issued from the Observatory attained that year a maximum of efficiency. Al necessary notices, and only necessary notices, were issued, so that the shipping was not needlessly disturbed. They were su'w sequently compared with entries in loghooks, and confirmed by such entries. In all 275 typhoons have been investigated at the Observatory. Ninety-four per cent of the weather forecasts were successful.

In his report for 1898, the Harbour Master w ites :- During the year 258 permits were issued, under the provisions of the Ordinance; of these 65 were not availed of, its be- received before the vessel's arrival, and it ing found unnecessary for the ship to work frequently happens that the completion of cargo on the Sunday, and the fee paid for the persit was refinaled in each case, and 23 permits were issued free of charge to being frequently granted them by me or mail steamers. The revenue collected untithe requirements of the law have been der this heading was \$25,925; this was complied with. \$14,075 more than 1897. The Revente collected each year since the Ordinana came into force is as follows :--

	1892,					8 4.800	
	1893,	_	***	****		8 7,900	
	1894,	144		***		\$13,375	
	1895	***			Per	\$11,600	
	1896,	144.0				\$ 7,575	
	1897,	***				\$11,850	
	1898,		1 -		4	225,925	
A	8 A reveni	78-74	Go Chrone	3020	0.015.0	a blowat	-

evenue-raising messure, therefore it has been very successful; as prevention of Sunday work, however, not much can be said for it; I per cent of the total oceangoing tonnage entering availed of it in 1893 and 7 per cent. in 1898.

Ir is reported from Peking that the four Army Corps under Generals Sing Ching, Nieh Sze-ch'eng, Yuan Shih-k'ai, and Tung Fu-haing have received orders from their Generalissimo, the Grand Secretary Jung Lu. to be ready to assemble at the Southern Hunting Park, by the 20th of May current, for combined military drills and grand inspection by the Empress Dowager and the Emperor. -N.-C. Daily News.

OLD Doctor- Now, my boy, let me give you a word of advice before you cut loose and hang out your shingle. Young Doctor -'I shall be glad to receive it; I assure you. Old Doctor Whenever you are called on to prescribe for a woman make her put out her tongue so that you may study it thoroughly. This will seldem help. you to determine what her trouble is, but a woman can't talk while she has her tongue

THE Duchess of York benefited greatly by her stay at Cimiez. Her Royal Highness, who was always devoted to ber parents, has fretted much over the unsatisfactory state of her father's health, and has done all that was possible to snothe his highly strung nervous system. It is now thought (says M. A. P.') that time alone may effect ! cure, and that it is best that the Duchess should not dwell upon the sad sequence of events, which have practically amounted to the loss of both parents.

Ma Algernon Locker, formerly editor of the Morning Post, and Mr Stafford Rapsome, a special correspondent of wide experionce (who was in Hongkong last year on behalf of the Morning Post and The Engineer), are starting a new sixpenny weekly nournal, to be called The London Lefter. The first number appeared on April 14. It will be chiefly devoted to subjects of imperial moment at home and abroad, the news of the week being specially treated with a view to informing people at home on the doings their kinamen beyond the seas, and keeping the exiled Briton in touch with affairs ab home. The London Letter will not be regularly illustrated, but will contain The four torpedo destroyers which their going abound last night in the dark and was

A FOLLOWER OF MEASLES my of the air Walter B. Beel, editor of crew of the boats countries of Garmana. The the Elkin (N. C.) These says Three meeta ago I had an attack of meastes which the Chinese Coverement for ger also an other late me with a bad cough took several yare, and are bound to ger also an other species Chamberlain's Conga Remady and Chinese vessels than the mrpeus desc. THE RESERVE OF THE PARTY OF THE

RESTRICTED TELEGRAMA. Bospitan to the China Mate.

LONDON, May 12. OREAT BRITAIN AND RUSSIA IN

Mr Bronrick, speaking in the House of Commons, said that representations had been made to Russia relative to the refusal of the Russian Consul to recognise British titles of land in Hankow, and that Russia Buite notion.

THE SUGAR REFINING TRADE. and that he and Lord Salishury had no shoot the same have been got case in India,

(L'Admir du Tonkin.)

THE FRENUH COLONIAL ARMY PARIS, May 8. M. Krantz will modify the scheme for the organisation of the Colonial Army pre-

WEATHER REPORT. The following notice is issued from the

pared by M. de Freycinet.

Observatory :-On the 15th at 11.55 a. The barometer is rising on the E. coast of China, falling on the S. coast. The depression seems to he movi g Eastwards between the E. soast of China and the bies of Japan. Gradients slight on the Uhina poast. Foreast :- N or varying winds, light or moderate; pro-

The section of the last section is a last THE GOVERNMENT MARINE envark in Hongkong AN OVERWORKED BUR-DEPARTMENT.

Harbour Master, Writes ! Return No. XXII shows the work performed by this branch of the Harbour Department, and in forwarding this I again desire to record my appreciation of the manner in which the work of this sub-de-

partment is carried out, In my annual report for 1894 I referred at longth to the case of the Government Narine Surveyor and his Assistant and l reproduced an extract from a report made by me in a letter dated 14th June, 1892, as

The duties of these surveyors, Ism convinced, are very enerous, the inspection of boilers and engines, especially during the hot weather, being most trying.

The conditions also under which these surveys are held at Hongkong are peculiar. owing to the short time that vessels as a rule remain in port. In order to save time, applications for survey are constantly the survey is the final act before she again leaves. They cannot even afford to wait for their passenger certificates, elegenice

It is, therefore, most important that the work of surveying vessels should be the importance of these surveys renders it, tion of president of the council, and has thorough; in order to insure these condi- and liberal-minded man, to form a new tions it is necessary that there should he | ministry. an adequate and efficient staff. It will be seen from the report of Mr Dixon attached hereto that the survey of a vessel for Passenger Certificate occupies himself and his Assistant eight hours, spread over a the war sontiment is losing its popularity. number of visits, about four. The time consumed, however, on this work is often considerably in excess of this eight hours, us the ship may be anywhere between the Hungbom Docks and Aberdeen. Other aur veys though not occurring so much time. in each case, are made under somewhat

carrying on husiness in Hongkong; in ad- establishing a base of operations there todition to these, some of the Steamship day. San Fernando is to be the base for Companies employ special surveyors for their vessels. The Government Marino Surveyors practically do a very large proportion of amalgamated work of all these, having at the same time to to arrange that themselves but their respective armies. if possible there should be no delay or in- The trouble is an old standing affair, but for convenience to any one. No easy matter some time matters were peaceful as Luna in a place where, as may be expected, each was busy ab Calumpit, while Mascardo's owner or agent considers his own interest | headquarters were Bacoler. However, as

100,000 tops to each surveyor. the amount of work performed by our sar- the left of the railroad, this is between the veyors continues to increase and, that it road and the sea end, and controls the imbecomes necessary for me to draw intention | portant town of Bacolar, while Luna comto it is, I think, ample testimeny that it is satisfactorily performed, for we all know the mountains. that public duties ill performed soon de-

During the eleven months January November, 1898, the toppage spreyed at Liverpool was 967, 762 tons, in Hongkong during the year 324,610 tons were survey. ed, this gives 100,454 tons per surveyor at Liverpool and 162,305 tons per surveyor at

The Rovenue derived by the Colony from the work performed by the Marino Surve- regret that a telegram was received here yors has increased from \$10,055,87 to from Taku this morning containing the sad

alone in 1898 amounting to 1570. The Government Marino Surveyors are had been drowned at Taku. Only a few again presenting a respectful petition asking linux before his wife received a telegram for a consideration of their position and an from him saying he was returning to which, I think it deserves,

Minuster, and have caused the utmost satisfaction. The running power of the boats amounts to 32 knots per hour. On April IN many metances a persistent cough fold 6th, the vessels were to lesse en sout for lows an attack of messles. In speak Tientain, their destinations The whole four first pagineers have contracted with what shall we do if he should happen to be the court has entirely despressed. Less troyers. The rest of the one was to be seen as the part of the court at some as whele our track are finish

THE KOWLOON EXTENSION. A FORWARD POLICY.

ACTIVITY AMONGST THE MILITARY.

A PROTILLA OF LAUNCHES. It will be learned with general satisfaction that the Government has decided to take vigorous action with reference to the recent disturbances in the Kowloon extenaique It is quite evident from the preparations now in progress that there is to be no more reliance placed in Chinese official pro-Mr Bitchie, replying to a deputation of mises ! powder and shot have been proved sugar refiners favouring an agreement with to be the only corrective for the Chinese, the Powers, said that he was filling and a good supply of ammunition with a (willing ?) to ponalize bounty-fed sugara, force of British soldiers who know to objection to countervailing duties, but be- readiness. There has been great activity fore proposing them they must be certain all day at the Commissariat Depot. The that the country was with them, as was the long pier was crowded with a large flotill . of steam launches taking in supplies atoros and ammunition, and every section of the garrison has been kept in a state of excitement by the preparations for the movement that has been kept a profound

The company of the Hongkong Regiment returned from the new territory on 17th May, but that order has been countermanwith the force which is being got ready to leave Hongkong. So far as we can learn a military force composed of artillery and infantry and numbering in all about on thousand men will leave to-day or early to-morrow morning for the new territory, the objective points being Sham Chuen and force will be taken to Deep Bay in steam In his report for 1899, Capt. Rumasy, sedularge number of troops in the vicinity of The boundary will be attended back to Sham Chuen and we suppose to the ridge of hills satisfactory to note that the military will time at any rate.

> Aparty of Royal Engineers is to extend the telephone communication from Taipohu to the boundary.

We believe the Hon, J. H. Stewart Lockhart has returned to the Colony for p.m. on the 6th March and, in company had been massing junks all the evening and the purpose of accompanying the expedi-

The members of the Hongkong Voluntee Corps have been ordered to hold themselve readiness for any emergency.

THE POLITICAL SITUATION IN THE PHILIPPINES.

QUARREL BETWEEN FILIPINO LEADERS.

MANILA, May 9. Latest news from the Filipino headquarters is that. Aguinaldo has had to dismiss carried on as expeditiously as possible, and | his right-hand man, Mabini, from the posiimperative that the examination should be got Dr Josquin Gonzales, a very moderate

> Paterno is in high disfavour. His life is This is considered to show that the anti-

American feeling is weaker than it was, and concentrating towards Cabanatuan, with the idea of taking refuge in the Irriga hills. Mabini, if out of office, may still exercise langerous influence.

Nothing can stop the split between Generd Luna and Mascardo. The American river beats, which cleared

the wet scason. News has sifted in through the lines that Generals Luna and Mascardo have had a severe quarrel which concerns not only In the same report (1894) I compared the back to Santo Tomaz and San Fernando, work done at Hongkong by two men with which latter place is close to Bacolar. After the work done at Liverpool by eleven men [ Luna was wounded he retired to Angelea, and at Cardiff by six men, and I showed taking many of his troops with him. Masthat at Liverpool there were about 40 carde was thus left in a position to face the vessels of 92,000 tone per surveyor and at Americans at San Fernando, an op ortunity Cardiff 27 vessels of 53,000 tona, while at of which he quickly availed himself. Hongkong with all its disadvantages of Friends of both parties have tried to heal climate. &c., we had 56 yessels of over the breach but apparently without success

At present certain spheres of influence Once more I must dwell on this subject; may be said to exist. Mascardo rules on mands the district between the road and

> SAD DROWNING ACCIDENT AT TAKU.

DEATH OF MR LAWRIE-SMITH.

\$12.034.05 in 1898, the overtime fees intelligence that Mr R. Lawrie Smith, the well-known furniture dealer of this port, augmentation of their pay, and this Fain- Shangbai by thes.s. Hainfung from a highly corely trust will meet with the successful business trip to Tientain, Weihaiwer and Peking. No particulars are given of how the fatality cocurred, and it is assumed that he fell into the river while portraits or maps, when needed. Its title- Chinese Government endered in Germany carried under in the strong current. The design appropriately represents a Mercator's last year are ready for despetch; to their body has been recovered, and we believe projection with lines radiating from London destination. The trial trips were made last an induced will be field, when we shall to all parts of the world.

The greatest sympathy is full with his widow, and child in their and bereavoment. - Ohing Greette,

> A Livrick mirl, who had tried in vain to par stand her bely brother, said. Mamma

bleson. I grame file one grance story is closed peggs longer than any of the rest of

SUPREME COURT.

IN ADMIRALTY JURISDICTION. May ath and 6th, 1899.

Before His Hom W. M. Goodman, Capting Chief Justice) with Commander W. OH. Walking R N. (retired) Mantical A shousor. Suit No. 3 of 1899.

Wing Eat Ohoy, Plaintiff, and Captain G. A. Callagham R. N. Commander of W.M.S. Harmione, Dofendant. Mr. Slade (Instructed by Mr H. J. Golgs) for the Plaintiff. Mr Robinson (instruoted by Mr H

Dennys) for the Defendant. JUDOUENT. 16th May, 1899.

His Lordship delivered the following

the fishing junk Kwong Loong Tai, to the evidence of the defendant's wit. reasonably be attributed to the existence and passing the stations, of 80.37 percent, licensed No 3346, ogainst the Commander nesses, the junk itself and its sails could of these Stations (Customs) and to the and it is very probable that the Customs of H.M.S. Hermione, claiming damages not be seen as much as farty or fifty yards activity of the cruisers attached to them.' returns are far more accurate with regard for the loss of the Plaintiff's junk, off. Then the consort junk was in com- In 1874 a Commission, which had been to junks than our own, the circumstances occasioned by a collision between the pany is clear from Captain Callaghan's appointed to enquire into complaints made of a Free Port, added to the difficulty of Hermione and the junk, which occurred evidence who, just after the collision, saw against the action of the Chinese Maritime distinguishing and identifying pative chaft, shortly before 1.30 a.m. on the morning of her light on the starboard quarter of the Customs in the neighbourhood of the colony together with the well-known proficiency 7th March, 1899, on the high sea, off Chi- Hermione and not ced that she took part in and the alleged detriment to trade arising with which Chinese lie without hesitation, lang Point on the coast of China. The rescuing the survivora. As there was hard. from such action, submitted their report, renders the task of keeping an absolutely Plaintiff also claims damages for the loss of ly any wind she could not have come for They found in the course of their livestigs | correct return of some 50,000 or 60,000 his wife, his two sons, aged respectively in so short a time. As against this body of tion that a most variations system of junks annually almost impossible with a cleven and three, and his daughter aged direct testimony, there is only the inferent blockeding is kept up at all the entrances staff of two Junk Inspectors in Victoria. in command of Captain Berger was to have five, who were, unfortunately, drowned by tial svidence of those on the look out on the capsizing of the junk which was lost | board the Hermione, who stated that they owing to the collision.

ded, and Captain Berger will co-operate Hermione was on a voyage from Wel-hai- that their attention might not have been wei to Hongkong and, according to the De- directed to the exact spot where the junk's fendant's preliminary act, was about 70 light was until it was too late to avert t'e miles from Hongkong in a north-easterly collision; for several lights had been redirection The night was fine and clear visible. The Defendant gives the direction of the wind as about S. W, while the not very materially shaken by the able plaintiff says it was E. S. E. but, in any crossexamination of the defendant's counsel, case, it was very light, not exceeding force one. The Hermio o was steering South, Kawloon City: A small force will opoury 62 West, and going at a speed of 10 knots the walled city at Kuwloon. The large an heat, 13 knots being her ordinary economical speed and 18% knots her full! anced. She was carrying all the proper launches, and will march on Stiam Chuen. Lights, the white steaming light being 60 We learn that the Chinese official anavehinas foot above the dock and the side lights placed 20 foot above the winde. The lights were electric light, According to the case Sham Chuen, and some trouble is expected, for the Hermione, the junk was not usen till also was about 30 or 40 yards distant. about one point on the starboard bow. when the collision was inevitable although behind the Sham Chuen river, and it is the engines were stopped and reversed. of the Queen's Regulations and Admiralty Ten knots an hour means, roughly, a thon- Instructions, 'When a steam vessel and a gether, it might be erged upon them to re- Junks. sand feet a minute, so that the junk was sailing vessel are proceeding in such direcremain in occupation for some considerable not seen till some few seconds before the tions as to involve risk of collision, the avoid striking the junk stem on by putting the sailing vessel. In this instance that harbour. the helm hard a starboard: As regards the Regulation was not complied with. junk, she was a licensed two-masted fishing junk about seventy-five feet in longth and of a little over a thousand picula capacity. She had left Chilang Point about 5 with another junk which I will bereinafter | had been pretty close to some of the junks refer to as the 'consort junk,' owned by the Plaintiff's father, was proceeding in Southerly direction to the fishing ground which lay South of the Point and ordinarily took some twenty-four hours to reach. I have asked the opinion of There were also some thirty other junks which left Chilang Point the same evening circumstances, it would not have been for the fishing ground. On board the more prudent to have slackened the speed. Plaintiff's junk were cixteen people in all; of the Hermione to less than fen knots bour Master attributed some of this inincluding the Plaintiff of the, air wife, two until she had got clear of the fishing crease to more correct records being kept, in

> helmsmon, and six other Chinese seamen. Of these, three, namely the Plaintiff, and the night. two of the scamen named respectively In all the circumstances I hold, therejunk. The rest of the occupants of the in the usual way. junk appear to have been drowned. It is kindly and bringing them to Hongkong.

Cheung Yau Tai being the man at the bow a jury. The joinder of a claim of this sort the white light of the Hermione on the port side of the junk and then, - about 3 minutes later, her red and groen lights had it is somewhat inconvenient and unusual that, in another three or four minutes, the this Colony. In the case of the Orwell, the junk, the Hermionestriking her forward

of the main must on the port side. saw the steamer more than a mile away. to transfer the cause to any other In the Plaintiff's preliminary act, indeed, division, an interlucutory judgment was the conclusion that, inconvenient though it Lama was driven out of the trenches, he fell it is stated they saw her two or three miles eigned for the plaintiff in the absence of a is, and contrary to the usual manner of off, bearing about E.N.E.

ascertain whether there was a proper light on the junk besides the lamp they had on have, first, the evidence of the Plaintiff. as usual at one a.m. by the assist three years of age, cannot have been of much practical importance, an intimate know. ant helmsman and that the light at pecuniary value. To save the parties the ledge can be obtained in the Colony of the stern was there, and also at the expense of a jury I will, in this case, assess trading transactions, which, perfectly law- Banjos, Mandelines, Strings &c., New suspended on a pole seven or eight feet the sum of \$150. But, future, in claims of concerned, may in China be subject to binson Piano Co. high situated amidships on the tafferel, in this sort should be brought in the ordin those Rules appended to the Tariff which the water. He stated that the light con- tion of apportionment arises as the Plain- goods except under special conditions. sisted of a lamp of foreign (i.e. not Chinese) tiff is swing for himself alone. make, about one foot seven inches high! The Plaintiff is entitled to the costs of and eight inches in diameter, having a this suit. round wick, and burning kerosene oil. He also stated that the glass was clean having been that very evening cleaned, by Chan Tai, the man on wotch at the bow at the revolves round Saturn in 17 months, and time of the collision. He said we had is about 7,500,000 miles from him. two lamps burning, one at the storn and diameter is not yet measured, but may be 50,000 or 00,000 junks annually coming from our and rain, and many of the officers one at the main hatch. That at the stern from 100 to 200 miles. was a foreign-made lamp, suspended on a the stern was, he thought, a little more than at Ning-ku-tah, Nan-shan, (Kiris province) offers some reason for the Chinese Govern- being taken away, even house latter

were two lights, one a lamp at the main. China Guzette.

hatchway and the other la laten bolater pretty high up at the stern' both of which were alight. The testimony, therefore, of the only three male survivors of the collisten who were on board the pladatiff's junk, is explicit amough, and their evidence is open-borated by that it the Master and he helmman of the townerer funk. The Morer, who is the plaintiff's luther, stated that his Junk was some two hundred and flip yards astern of that of the phaintiff and on her starboard quarter, that his son's time of the collision the stord light of his steamer's search light was turned un. evidence to corresponded by that of Wong Mi, the halmemon, who stated that he could are the light on the plaintiff's junk which was 200 to 240 yants away, and that she had two lights which were visible from the "consort junk," Moreover, it is diffioult to understand how the consort junk could have kept so closely in company with that of the plaintiff unless there had been some clearly visible | Sir James Russell's report 1886), and in | since 1889 of 25.33 per cent. while the Cuslight to guide her, for it must be remem-This is a Suit brought by the owner of bered the night was so dark that, according think the decrease in tonnage in junks can ber of junks trading to and from Hongkong

must have seen the light at the stern if it At the time of this collision, H.M.S. had been there. It is possible, however, ported on both sides of the Hermione almost immediately before. On the whole, the evidence of the plaintiff's witnesses was and I, therefore, find that the plaintiff's junk did carry a storn light as he alleges, not see how is could have been obscured by the lunk's sails; for the after-leach of the thought man tool B omos gaw the post on which the stern light was suspended and the nautical assessor agrees with me that, donuidering the relative positions of the venicls, the sails sould not have intervened. I am therefore of oninion that the light ought to have been made out by those on

Ir is olear that, by Article 20 of No. 1069

board the Hermione in time to have avoid-

There is another matter in this case to which I desire to allude Lieutenant Davidson stated in cross-examination, without lights, narrow, escapes from collision, and he admitted that we knew we were in waters crowded with junks, some without lights.

nautical assessor as to whether, in such sons and a daughter, his younger brother fleet and surrounding junks. He informs | consequence of an additional outstation at and his wife and daughter. Leung Shap Ug | me be considers that such would have been | Yaumati. However, there were still comthe helmaman; Chan A Fun the assistant | the right course to have adopted; especially having regard to the extreme darkness of ing so-called contraband;

brother were picked up by the consort writ to have an account taken of his damages 1,871,810 ions entered in 1872. As regards the second item of claim

charge of the Hermione stood by, turned in appears to be based on Ordinauce. No. cle to the agreement (1885) the collection the electric light and did everything that | 3 of 1889, known as 'The Compensation to | of duties on goods imported and exported could be done to save life and render assist Families Ordinance. 1889, which is, in the in junks, devolved upon the Foreign Col-The chief portion of the rebel army is ance and took the Plaintiff and the two main, identical with Lord Campbell's Act in surviving scamen on board, treating them | England. There is, however, a provision | in the local Ordinance that, where the suit kong were placed under the direction and The two seamen who were saved appear is tried without a jury, the Court may give supervision of a European Commissioner to have been the men who were on watch the damages which by the English Act (Mr F. A. Morgan.) on the junk at the time of the collision, would have to be given and apportioned by and the other the man on water at the to the ordinary claim for ordinary damages There are four local Marine Surveyors the country up to Guagua yesterday are stern. They gave evidence that they saw for collision such as the Court, in its Admirally jurisdiction, is accustomed to have assessed by the Registrar and Merchants. red light disappeared and immediately Law Reports, 13 Probate Divison, p. stead of rapacity and dishonesty. The only afterwards the collision occurred, capsizing 80, it was decided that where an ac real panacea is the removal of the primary tion for damages under Lord Campbell'a | cause, viz , the Customs Stations them-Act was commenced in the Admiral. It would seem that the junk people ty Division and no application was made

> statement of Defence, the damages could | nations, we have up to the present no Now, it is evident that, if the junk had not be sent to be assessed by the Registrar | right to object to these stations; I do not a proper light, such light ought to have and Merchants but that a writ of inquiry | think we have any legitimate grievance been seen by those on watch in the Her- must go for their assessment by the sheriff against the Chinese Government because it mione, because Lieutenant Davidson, the and a jury. This was owing to the re- endeavours to prevent junks trading to officer in charge of the fore bridge of the | quirements of Lord Campbell's Act as to the | Chinese ports with what it declares to be Hermione, states in his evidence that, at functions of the Jury. Here, as the case | contrahand, or to smuggle dutiable goods, the time of the collision there were two is tried without a jury, I have power to no matter where the cargoes have been junks showing lights half a mile off. He di charge their functions, and I must con- obtained, always provided that this does also states that had the light been reported sider the facts and the principles upon not lead to a violation of our territorial to him half or three quarters of a minute | which damages are to be assessed under | waters and that vessels and goods to and carlier he could have avoided the collision. Lord Campbell's Act. No damage can be from Hongkong are not subjected to any It becomes very important, therefore, to given for the mental suffering of the other charges beyond what has been fixed survivors. See Mayne on Damages, 5th by treaty. edition, p. 515; nor can damages be given the deck at the hatchway for the purpose in respect of general expenses or mourn- allow our hospitality to err, even to inof lighting the people on board, which ap- ing (Mayne p. 518). The question is what discretion, and we put a weapon in their pears to have been the only light seen by, neumiary loss did the Plaintiff m stain by hands to be used against us, when we allow those on board the Hermione immediately reason of the death of his wife, aged 28, and before the collision. On this point we his three little children. The wife's services midst, for there can be little doubt that by may have been of value to the plaintiff, those I this means our prestige suffers in the even who stated that he was called that night of the little children, the youngest being of the natives, and what perhaps is of more time of the collision, burning brightly, the damages for loss of life which I do at | ful and harmless so far as our Free Port is all some twenty-three English feet above any jurisdiction of the Court. No ques- restrict the import of certain descriptions of

THE new estellite of Seturn discovered by

pole sight feet in height. At the time of The Universal Gazette reports that a bandit and Capton Districts, and all of which The inhabitants undoubtedly left the the collision both lights were burning chieftain hamed Tong Din-yang recently radiate to all points of the compass within place on about notice, for the houses are brightly. He said also, that the lamp at got together several thousand desperadoes an hour of two of leaving this Free Port, or were, almost intact, scarcely applicate Chinese foot (fourteen inches) in height and some days ago a party of fifty Russian ment pressing bome its revenue protectors behind, home very turns things are to be and some seven inches in diameter, though merchants, proceeding to Vladivostock, as close as they can. That resson disapt seen about the streets black available built he had never measured it, and that the were attacked and killed by Tong, which pears, however, with the extension of Bri- coats and stove-pipe hats walking sixtle out object of suspending that lamp at the stern if true is very serious news. The Russian tish territory, and the protector's line pairs of brown campaign protect of suspending that lamp at the stern of suspending that lamp at the stern

THE JUNE TRADE OF THE COLONY,

CAPTAIN RUMBEY ON THE CHINESE CUSTOMS. The following extracts are taken from

Harbour Master's report for 1898 :--1,387,702 tony entered, and In 1818, 29,466 junks of 1,814,281 tons ed, also 5.379 Fishing Junks were licensed. | was only 28 per cent. and, if certain In 1838, Quetoms Stations were establicansed Junks which are engaged by the lished in the vicinity of the colony by the conservancy and dust constructors and Vicercy of Canton, primarily for the collec- which have only been taken into our returns tion of Opium 'lekin' and opium 'du y,' during the last few years, were omitted, the but this soon became extended, and a lavy | decrease would be oven more marked. of lekin and duty on all imports and ex- | On the other hand, our returns show an ports was made at these stations (see increase of European coean-going tonnage 1889 the Harbour Master reported . I toms returns show an increase in the num-

to the barbour by a number of boats in the and no one at the outstations whose sole farmer, and the collector of the lekin tax. | that a number of these junks come and go and that these craft continually make use | without leaving any trace on our records. colony and actually, capture junks therein." which were gravest in character were the voyages with cargous of lawful morchandise laden in the Colony and compelling them !

Canton to be mulated in heavy sums, or through its Agents, possibly to be condemned and sold. The Commission advised that Majouty's Government should endeavour given as 2.717,910 that, In that year to provail on the Government of China to | Junks experted 846,177 tons. In 1897 the remove altogether the Customs Stations and European cargo was 2,590,458 and Junks Cruisers from the neighbourhood of the is. experted 034,320. land, and to arrange that duties be collected only at those porta or places at which | was entirely made up of that discharged there exists an export or impuri trade, and from the ocean-going European ships, these that should the Chinese Government refuse junks distributed 21 per cent in 1883, and to remove the Stations and cruisers alto- 2.63 per cent in 1897 was a bad year for move these to a greater distance than they

the general opinion, and I shared in that view, that the blockade would have a ten- period. doley to check the trade and consequent presperity of the Colony, but in the face of the figures which these returns exhibit, I am unable any longer to see that the effect my of the blockade has been so detrimental as it was thought it would be. The figures. referred to showed in 1878 an increase over 1877 of 1,180 junks ontering, and the Harplaints of the seizure of native craft carry-

From 1877 to 1887 the junk trade, so-Cheung-ut Kwong and Chun Yau Tau were fore, that the Hermione is to blame for this fluctuated between 1,600,000 and 1,800,000 saved by the Hermione's bosts while the collision and that the plaintiff is entitled tons entered yearly. The highest figures wife and daughter of the Plaintiff's younger as regerds the first item of claim in the ever attained previously being 28,340 junks

In 1887 as a result of the Commission which sat in pursuance of the Chefoo admitted that after the collision those in namely, that arising from loss of life, this Agreement (1876), and the additional Artilectorate of the Chinese Maritime Customs, and the Customs Stations round Hong-

It cannot, I think, be denied that, even since this change was made, just causes of complaint have at times arisen, and I ampersuaded that causes of complaint will continue to arise if the Customs officers are vigilant and zealous, the difference from in the old state of things being that vigilance and real will be the disturbing causes in-

A careful consideration of all points of the question which occur to me draws me to

At the same time I consider that we a Chinese Customs establishment in our But whatever may be said of the present

practice of closely investing our port with Customs Stations on all sides and in its ! midst, it must be allowed that with the exception of the latter, all these Stations are and going, over live sixths of which trade quarters are better than those sujered in to and from the Sun On and West River Manile, ness; Cheung Ut Kering was the men recorded. We are inclined to think that revenue in the same way as any other strines with a the numbers given by our Chinese contemoccurry does, namely at her ports of chirs. Her the numbers given by our Chinese contemacated that so the thus of the political there portry are very much over the mark.— and dearence instead of reversing the pracland that so the thus of the political there. tion of drilleation and protecting it at the

from which the imports.

How far the existence of these Outlows Stations has interfered with our junk stade in the past is problems fork and the only solution to be arrived as le by interpage since all direct proof is wanting. That can be no question as to China's undoubte right to collect her Odstoms tevense some 1607, 80,787 Trading Junks of where, in her own territory or waters, and of it is impossible to say that our junk trade 1,883,700 tons cleared. In addition 1,444 would have been larger if she had collected whing Junks were licensed during the her Contons duties at the parts of origin year and the greater number of these came | and destination of the goods, instead of at the in or left daily during the winter months. | intermediate stations close on our border. In 1884 our junk tonnage was 49 per entered and 29,470 of 1,812,473 tone clear. cent. of the European tonuage, in 1897, it

employ of the Hopp of Canton, the salt | duty it is, and I am forced to the conclusion of and encroach into the waters of the In 1897 as in 1877 more correct returns would in all probability account for a fur-The proceedings of these blockaders. | ther apparent increase in the junk trade, but this correctness capnot be arrived at stopping of junks proceeding on distant without additional staff and expenditure. In 1893, this Department began to try to gauge the amount of cargo tone represented

to go to Canton and pay duty on their by the registered tonnage of the Shipping carried on ex- frequenting the Port. There is no specie tensively and further, the seigure of junks | staff or machinery for this and its correct bound to the Colony from ports in Formous, ness or otherwise depends on reports and and elsewhere and the taking of these to returns made direct from the Shipping or

To 1809 the amount of cargo disphasses nioment that the carry exported by junks

But the Customy returns fornish a still are at present, say, not nearer in any case | better fact from which to draw our infercollision and all that could be done was to steam vessel shall keep out of the way of than ten miles from the entrances to the ence, namely the value of the trade in junks between Hongkong and China. In 1888 Whatever may have been the cause, it this was Hk. Tls. 33,495,526, in 1893 it was appears that after 1875 the junk trade, no 39,938,740 and in 1897 it was 39,991,611 represented by the Harbour Master's re- giving an increase of 10 per cent. in the 10 turns, began to improve, and in his report years to put against an increase of 25 per amongst other things, as follows :- 'Wo. for 1887 the Harbour Master said It was cent, in the register tonnage of European ocean-going shipping during the same

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Still another test that can be applied in this. In 1893 (the first year that we collected the cargo returns) European tonnage discharged 2,717,910 tons of cargo and the value of foreign goods exported from Hongkong to China by junk, according to the Customs return, was Hk. Tis. 17,683,217 or in the ratio of 1 ton to 64 Hk. The. in 1896 the ratio had risen to I ton to 8 Hk. The but it dropped in 1897 to 1 ton to 5 Hk. Tls., owing in the opinion of the Commissioner of Customs, to transit privileges. favouring at that time shipments in Euro-

pean bottoms instead of in junks. Whether or not there should be a fixed ratio between total European tonnage and the total junk tonnage frequenting the port, is, I think, very doubtful, because, in the first place, junks are not the sole distributors, except to non-treaty Ports. with which it is probable trade does not expand rapidly, and, in the next place, the European tonnage is not solely employed in the carriage of goods to be distributed from Hamskong as a centre, for a not inconsiderable portion of the cargues is in transit to more distant ports.

In 1893 the cargo discharged in Hongkong from began-going ships amounted to 74 per cent of the registered tonnage arriving, and the transit cargo was 36 per cent., in 1897 the cargo discharged was only 59 per cent. while the transit carro had gone up to 42 per cent.

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Tan Shanghai Engineering, Shipbuilding, and Dock Co. have just been entrusted with an order to build two large steamers for the Tientain Shanghai trade of the China Merchants Co.- Mercury.

in Chinese territory, and their closeness Tur Mamila Times of the 9th instruments: a Chur, one of the men who were drowned. | photography, is of the 15th magnitude, and | may be excused on the ground of the geo. | San Fernando has proved to be the most Next, we have the evidence of Chung Yau | the outermost of the nine satellites. It graphical position of the base of operations | comfortable place the men have occupied of those whose business theirs is to watch. | since leaving Manila. A large number of The The small island of Hongkong with its the troops live in houses, well protected

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By W. J. FORD.

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The next Article will deal with

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SEE "CHINA MAIL"

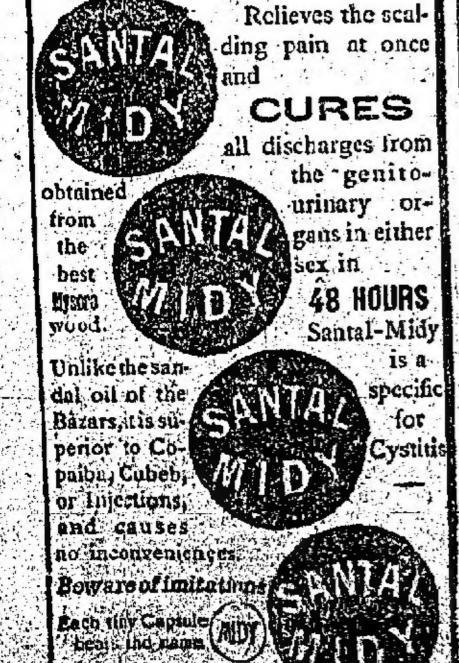
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SHEWAN, TOMES & Co. Hongkong, March 16, 1899.

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AT MODERATE PRICES. No. 9 D'Aguilar Street. Head Office, No. 82, Samomiyacho, 1 Chome, Kobe, Japan. Hongkong, January 9, 1999.

NORDDEUTSCHER LLOYD. TO BAN FRANCISCO, VIA INLAND NOTICE, SEA OF JAPAN & HONOLULU. BTEAM FOR SINGAPORE, COLOMBO, ADEN,

BUEZ, PORT SAID, NAPLES, GENUA, ANTWERP, BREMEN & HAMBURG PORTS IN THE LEVANT, BLACK SEA & BALTIC PURTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

Mails.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS

AND LUGGAGE. N. B .- Onrgo can be taken on through Bills of Lanling for the principal places in

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION. Wodnesday May 94. Prestagen, ..... Suchsen ..... | Wednesday | June 21. Bauern Wednesday July 10.

as above, calling at Naples and Genoa. Shipping Orders will be granted till Noon, on Monday, the 22nd May, LAND CITIES in the United States have Cargo and Specia will be received on board until 5 p.m. on Tuesnay, the 23rd May, and Parcels will be received (at the Agency's Pacific, Union Pacific, Desver and Rio Office until Noon on Tuesday, the 23rd Contents of Packages are requir-No Paroal Receipts will be signed for less than 82.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has eplendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board. For further Particulars, apply to MULCHORS & Cen

Hongkong, April 26, 1800.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOIS POSTE FRANCAIS.

STEAM FOR BINGAPORE, BATAVIA. SAIGON, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON,

HAVRE, BORDEAUX; PORTS OF BRAZIL & RIVER PLATE.

ON SATURDAY, the 20th Instant, at Noon, the Company's Steamship SALAZIE, Captain Negar, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES rin

BOMBAY. This Steamer connects at COLOMBO above on or about SATURDAY, the 20th with the B. S. Australien, which vessel takes on her Passongers and Mails, leaving that Part on the 1st June, direct to SUEZ, PORT SAID & MARSEILLES. Cargo and Specie will be registered for

London as well as for Marseilles, and accepted in transit through Marseilles for the principal Places of Europe. Shipping Orders will be granted till

Cargo will be received on board until 4 o.m., Specie and Parcels until 3 p.m. on the 19th Instant. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are re-For further particulars, apply at the S. S. Relgian King .. 3,379 Tons ... About Company's Office. G. DE CHAMPEAUX.

Hongkong, May 6, 1899.



STEAM FOR STRAITS, CEYLON; AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATA. VIA, PERSIAN GULF, CONTIN-ENTAL AND AMERICAN PORTS.

A. Simons, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 27th May, at Noon, taking Passengers

and Cargo for the above Ports. Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c, will

be conveyed vid Bombay. Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are

998 required. Shippers are particularly requested to note the turns and conditions of the Company's Bills of Lading. THOMAS BEECHAM, St. tielen's, England, For further Particulars, apply to

H: A. RITCHIE, Superintendent. P. & O. S. N. Co.'s Office, Hongkong, May 13, 1899.

> JAPANESE FINE ART CURIOS.

21 & 23 Queen's Road, Hongkong; 35, Water Street, Yokohima; and 36 Division Street, Kube.

KAISHA. TOYO KISHN

PROPOSED SATISFOR PROM HONGRONG. Micron Maria (via BATURDAY, May 20, at Noon. Kobe, Iuland Sea, Yokohama & Henotulu)

America Mars, (via Shanghai Nagasaki, 13, at Noon. Robe, Iuland Sen, Yo-kuhama & Honolulu) THE B. S. NIPPON MARU WILL L be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE,

TUESDAY, June

INL INDSEA, YOKOH MA and HONO-LULU, on SATURDAY, the 20th May, at Noon, taking Freight and Passengers for Japan, the United States, and Stramers of this line pass through the INLAND SEA OF JAPAN, and call HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to Eng-and, France, and Germany by ali trans-Atlantic lines of steamers and to the principal cities of the United States or Canada.

Rates may be obtained on application. Passengers holding through ORDERS TO EUROPE have the choice of Overland -Rail routes from San Francisco, including ON WEDNESDAY, the 24th day of the Southern Pacific, CENTRAL PACIFIC,

Rassengers holding orders for OVERbetween San Francisco and Chicago, the option of the SQUTHERN, PACIFIC CENTRAL GRANDE, and other direct connecting Rail ways, and from Chicago to destination the. choice of direct lines. Particulars of the various routes can

had on application. Special rates (first class only) are granted to Missionaries, members of the Naval. Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials

and their families. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demorare, and to ports in Mexico, Central and South Amprica, by the Company's and connecting Steamers.

Freight will be received on board until

4 p.m. the day provious to sailing. Packages will be received at the Office until 4 P.M. same day; all Parcel Packages should be marked to address in full; value of beginper required Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the

Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, April 2', 1899.

STEAMSHIP COMPANY, ATCHESON, TOPEKA AND SANTA FE Company, Queen's Suilding,

CALIFORNIA AND ORIENTAL

RAILROAD Co. PROPOSED SAHANGS PROM HONGKONG TO SAN FRANCISCO & SAN DIEGO, VIA INLAND SEA OF

JAPAN AND HONOLULU. Taking Cargo and Passengers to JAPAN PORTS and HONOLULU, The UNITED STATES, MEXICO, CEN-TRAL and SOUTH AMERICA, Etc.

S. S. Carmarthenshire . 2,929 Tons ... About S.S. Carlisle Oity ... 3,002 Tons ...... About

20th August. THE Steamship Thyra will be despatched for SAN FRANCISCO VIA INLAND SEA OF JAPAN AND and SAN DIEGO, Via NAGASAKI, KOBE, YOKOHAMA and HONOLULU,

on or about 20th May. Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 1.m. the day previous to Sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same

is required. Consular Invoices, to accompany Cargo destined to Points beyond San Disgo, should be sent to the Company's Office, addressed to the Collector of Customs, San For further information as to Freight or

Passage, apply to BUTTERFIELD & SWIRE,

HONGRONG, CHINA & JAPAN. Hongkong, May 2, 1899.

WONDERFUL MEDICINE.

P. PILLS

are universally admitted to be

Worth a Guinea a Box LIOR BILIOUS AND NERVOUS DISORDERS. Sick Headache, Loss of Appetite, Scurvy and Blotches on the Skin, Disturbed Sleep, &c. For females of all ages they are invaluable.

The 1/11d. boxes contain 56 Pills. Price, 50 Cents a Box. Propared only by the Proprietor,

Sole Agents for Hongkong and China:-

WATRIN & Co., 66, Queen's Road. THE REVENUE OF CHINA A SERLES OF ARTICLES Bearinted from ' The China Mail. WITH AN APPENDIX PIHIS PAMPHLET IN NOW Board

Meers, DANS, CHAWFORD & Co. s.

and may be had at the

OFFICE OF THIS PAPER.

Moury KELLY & WALAS'S. And Mr. W. BREVER'S.  Mails.

U. S. Mail Line, PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND BEA OF JAPAN AND HONOLULU.

Расроявр Ванциев Глом Нопоконо. City of Rio de Jameira (via Shanghai, N'ki, Kobe, Inland Sea, 1 SATURDAY, MAY Thama & Blulu . Olly of Peking (via THURSDAY, June B'hai, N'saki, Koba, 22, at Noon. Inland Soa, Y'hama and Honolulu) .....

China (via Shanghai,

Inland Sea, Yoko-

THE U. S. Mail S. S. OITY OF RIO DE JANEIRO, will be despatched for SAN FRANCISCO vid SHANGHAL.

TUESDAY, JULY

18, at Noon.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANA-DIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate. Passengers holding orders FOR OVER-LAND UITIES in United States have, between San Francisco and Chicago, the option of the SQUTHERN PACIFIC, CENTRAL PACIFIC, UN ON PACIFIC, DENVER and RIO GRANDE and other

Particulars of the various routes can be Special rates (first class only) are granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, to European officials in service of China and Jopan, and to Covernment officials and

their families. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers, Freight will be received on board until 4 o.m. the day previous to salling. Parcel

Packages will be received at the office until p.in., samo day; all Parcel Packages should be marked to address in full; value of same is required. Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's offices in Sealed Envelopes,

addressed to the Collector of Customs at Ban For further information as to Passage and Freight, apply to the Agency of the

J. S. VAN BUREN, Hongkong, May 11, 1899. Occidental and Oriental Steam-ship Co.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,

THE OVERLAND BAILWAYS, ATLANTIC & OTHER CONNECTING

STEAMERS.

HONOLULU. PROPOSED SAILINGS FROM HONORONO.

Coptic (via Shanghai, ) Nagasaki, -Kobe, Tuesday, June 6, Inland Sea, Yokoat Noon. hama & Honolulu). Gaelic (vin Shanghai, Sa urday, July Kobe, Nagasaki, at Noon. Inland Sea, Yokohama & Honolulu). Dorio (via Shanghai,) Nagasaki, Kobe, Tuesday, July 25,

Inland Sea, Yokohama & Honolulu !. ) despatched for SAN FRANCISCO, via Shanghai, Nagasaki, Kobe, INLAND SEA, YOKOHAMA and HONO-LULU, on TUESDAY, the 6th June,

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route. England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes

may be obtained upon application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passonger who have paid full fare, embarking at San Francisco for China or. Japan (or vicce versa) within one year, will be allowed a discount of 10 per cent. This. allowince does not apply to through fares from China and Japan to Europe. All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the

day previous to sailing. Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United Utates, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco. For further information at to Freight or Passage, apply to the Agency of the

Company, Queen's Building J. S. VAN BUREN, Hongkong, May 11, 1889.

Maile

RAILWAY COMPANY'S MAICLANAC BOYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. Odlingat BHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VIOTORIA, B.C. SAFETY-SPEED PUNCTUALITY.

Twin Screw Steamships-6,000 Tons-10,000 Horse power-Speed 19 knots. PROPOSED SAILINGS PROM HONGKONO.

(Pubject to Alternition.)

EMPRESS OF JAPAN ... Comdr. Goo. A. LEE, R.N.R.... WEDNOSDAY, 17th May 199.

EMPRESS OF CHINA ... Comdr. R. ARCHIBALD, R.N.R. ... WEDNESDAY, 7th June 199. EMPRESS OF INDIA.... Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 28th June /99. YOKOHAMA and HONOLULU, on SATURDAY, the 27th May, at Daylight, taking Freight and Passengers for Japan, VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the United States, and Europe. the United States, and Europe,

Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS
Steamers of this line pass through the CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave 
CONTINENTAL TRAINS of the CANADIAN PACIFIC TO THE ATLANTIC 

MINISTER OF JAPAN, and call at daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC HONOLULU, and passengers are allowed WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New

to break their journey stany point en route. York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and Though Passage Tickets grapted to the Continent are given choice of.

Though Passage Tickets grapted to the Continent are given choice of.

Ingland, France, and Germany by all Passengers booked through to all principal points and AROUND THE WORLD. pany s. s. PREUSNEN, Captain R. and Northern Pacific Railways; also trans-Atlantic lines of Steamers, and to the Carabian Pacific Railway on pay-the Carabian Pacific Railway on Pacific Railway on Pacific Railway on Pacific Railway on Pacific Rail BPECIAL RATES (first class only) granted to Missionaries, Members of the Naval. Canada. Rates may be obtained on appli- Military, Diplomatic and Civil Services, and to European Officials in the Service of

The attractive features of this Company's route onlines its PALATIAL, STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS.CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Kallway passes. THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Unisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to D. E. BROWN, General Agent, PEDDER STREET.

Hongkong, April 27, 1899. HAMBURG-AMERIKA

Steamers:

J. S. THOMPSON,

W. J. CURNOW,

(EAST AGIATIO SERVICE). direct connecting Rallywys, and from Chi-cago to destination, the choice of direct (Taking Cargo at through rates to Ameware, Amerendam, Rottendam, Lieben, Oponto, LONDON, LEVERTOOL, GLASSOW, TRIESTE, GENDA, PORTS in the LEVANTE!

BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS) PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

Solling Datos. Dostinations. JAbout 26th | Freight & HAVER and H'BURG. (L'don with trapshipment in H'burg). | Bay. | Passage . S. S. HEIDELBERG, HAVRE and HAMBURG. London ( About 80th) Freight & Capt. Soutions, B. S. SIRIRIA. with transhipment in H'burg). Capt. HILDESDANDT, (About 15th) Freight. HAVEE and HAMBURG. (L'don with transhipment in H'burg). [ June,

S. S. KONIGSBERG, | HAVEE and HAMEURG. (London | A bout 25th) Freight & with transhipment in H'burg). Capt. CHRISTIANSEN, (About 5th) Proight. NEW YORK VIA SUEZ CANAL. S. Deike Rickmers,

\* These Steamors have Superior Accommodation for Passengers, and carry a Doctor and a Stewardess. Calling at Naples for Passengers only, if sufficient inducement offers. For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & Co. Agonts.

Hongkong, May 19, 1899. NIPPON YUSEN KAISHA,

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. Sailing Dates. Destinations. TUESDAY, 16th Steamers. SINGAPORE, COLOMBO and May, at Noon. YAMAGUCHI MARU, BOMBAY. R. NUNOME, (MARSEILLES, LONDON, AND) SUNDAY, 21st ANTWERP, Via SINGAPORE, May, at 4 p.m. RAWACHT MARU, PENANG, COLOMBO

May, at 4 p.m. FUTAMI MARU, YOKOHAMA. C. H. HILLCOAT, THURSDAY ISLAND, TOWNS-FRIDAY, 26th VILLE, BRISBANE, SYDNEY May, at 4 p.m. KASUGA MARU, and MELBOURNE. E. W. HASWELL, THURSDAY, 1st SEATTLE, U.S.A. Via KOBE, June, at 4 p.m. IDZUMI MARU, YOKOHAMA and VICTORIA, B.C.

and PORT SAID.

NAGASAKI, KOBE &

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAIL-For further information as to Freight, Passage, Sailings, Etc., apply at the Com-WAY and ATLANTIC STEAMERS,

pany's local Branch Office at No. 7, Praya Central, A. S. MIHARA, Manager.

THURSDAY, 25th

Hongkong, May 9, 1899. NORTHERN PACIFIC STEAMSHIP COMPANY. PROPOSED SALLINGS FROM HONORORS.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama. FOR PORTLAND, OREGON, THE Co.'s Steamship COPTIC will be FOR VICTORIA, B.C., & TACOMA, IN CONNECTION WITH IN CONNECTING WITH Oregon Railroad & Navigation Co. Northern Pacific Rallway Co. Steamer, Tons Cuptain. Proposed Captain. Steamer. Tons May 30 Lennox ...... 3677 J. C. Wilamson June 3 Olympia 2837 J. Truebridge July 4 Monmonthshire 2874 W. A. Evans. July 22 Victoria 3502 J. Panton July 29 Lennoz 3677 J. C. Williamson Aug. 19

Through Passengers Tickets granted to THE attention of passengers is directed to the very cheap rates offered by this Line I to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE. HONOKONO TO LONDON, £47.

Excellent accommodation. First Class Table. Doctor and Stewardess carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL

HONGKONG TO NEW YORK, C41 The Railroad travelling is second to none on the American Continent. Magnificent geenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE

NATIONAL PARK route. HONGKONG TO VICTORIA, TACOMA OR PORTLAND, £28 The best route to the KLONGERE GOLD FIELDS. Frequent Sailings from Victoria. "ACOMA BEEL PORTLAND to DYRA and ST. MICHAEL.

Rates of Passage to other Points on application:

Special rates allowed to melabers of Covernment Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy, must be sent forward by the signmer to the care of the Freight Agent,
Northern Paulio Railway, Tacoma, Wash, for Goods forwarded via that port, and to the Freight Agent, Oregon Bailroad and Navigation Co., Portland, Orgeon, for Goods

Shipped by that route our Office (with sidress marked in full) by 5 p.m. on the Parcels must be sent to our Office (with sidress marked in full) by 5 p.m. on the day-previous to sailing.

For facility injoymation as to Passage or Freight, apply to DODWELL & Co., LIMITED

General Agenta Honogous day 21 thus

Fu-ning

Llongkong

THE TR DE OF HONGRONG.

HARBOUR MASTER'S REPORT. The Report of Hon. R. Marray Rumany, Harbour Master, for 1866 in published in the Carette. We make the following extracta jun

The total tonnage entering and clearing amounted to 17,265,780 tone, being at its deal in rice and con and by the introduct ornase compared with 1897 of 1,397,500 tion of the trade in Bulk oil from Langicat tons, and over three-quarters of a million (Sumstra). tons, more than in any previous year. A domand for plea in Japan created There were 39,815 arrivals of 8,648,274 tons, market which was largely availed of and and 89,814 departures of 8,617,506 tons. the returns for the first half of the year Of British occur-going tolinege 2,097,248 show that 469,000 tone were reported by tone entered, and 2,580,187 tone cleared. Philips entering, which was over 100,000 tone Of River Steamers (British) 1,765,495 tona more than during the whole of 1697, and of entered, and 1,762,624 tona cleared, making which the bulk was en route for Japan A grand total of British tonnege of 8,705,848 The import continued in a lessened degree tons entering and elearing. Of Foreign during the second half and at the end of occan-going tunnage 2,273,871 tunn entered, the your 747,000 tons had been reported beand 2,267,239 point cleared. Of Foreign ing more than double what it was in 1897. River Stramers 2,084 tons entered, and Coal in the first balf year aboved an in-2,231 tons cleared, making a grand total of crease of 120,000 tons and by the and of Foreign tempage of 4,547,085 tons entering the year 817.967 tons had been reported as

arriving, being an increase over 1897 of Of Junks in Foreign trade 1,814.218 about 30 per cent. tons entered, and 1.812,470 tons cleared. Of Junks in Local trade 194,281 tons entered and 192,002 tons ofeared.

British Ocean-going tonnage therefore represented......29.9 per cen British River tonnage there-Foreign Ocean-going tonnage

therefore represented .... 20.3 Foreign River tonnage there-Junk tonnage (Foreign trade) Junk tonnage (Local trade) re-

5,313 Steamors, 226 sailing vesspla, and 29,466 junks in Foreign trade, entered during the year, giving a daily average of 90 versols against 93 in 1897. For Euromean-constructed vessels the average daily ontry would be 15.17 as sgainst 19,119 1897, and of the steamers hirlving 68.1 per cent. wore British.

A comparison between the years 1887. 1898 is shown in a table. For reasels under Eimilarly, the expert trade of 1898 was increase in amelletsanight running to Masso Comparing the shore with 1897 we get and Canton and the West River Ports, the gratifying result that in 1898 the line amounting to the vessele lin and out the came time a decrease in lorches on the amounted in the aggregate to 059,838 tone came route of 257 vessels of 12,826 tons, of cargo discharged. Further we find that, the balance, viz. 303 vecsels of 130,502 during the same period and by the same trade and this, being deducted from the corgo in transit was advanced by 167,860 figures given above. leaves a total exclu- tons. the British flag of 171 vessels in and out, crease of 1, 205 ships, and 220, 151 tons of

aggregating 800,380 tons, of an average of cargo. Du For vessels under Fureign flage there is a substantial inorcase over 1897 (441 vessola measuring 681,252 registered tons); of this, two West River steamers represent 01 vesbuls and 6,925 bons, and the lorobas take another 1,121 tons. Taking these two items into account, a balance is found in favour of coean-going trafic under Foreign flags, of of 25 ) vessels representing 674,206 registered tons. Of this balance the yessels under the Japanese flag contributed the largest share by 177 yeasels measuring vessols of 196,968 tons, goes to the credit of the Nippon Yusen Kaisha (European line) and 25,426 tops to the three new Pacific limers ; the balance of increase under this flag was made up by outside steamers attracted by the enhanced freights on coal and rice in the first half of the year. Next in order come vessels under the German flag; after deducting the loroba trade which has dropped out altogether; and those old friends who have left us, we still have an increase over 1897 of 39 vessels of 144,889 tons. The new steamers of the Hamburg-American Line are the chief contributors to this increase; the first of these steamers arrived here in March am at the end of the year they are crediter with 34 vessels 'in and out' representing 116,670 tons. Nine new ships under this flag also called here during the year re presenting in the aggregate 'in and out' 2 vessels and 28,044 tons; in these last were

Danish colours give an increase of 15,641 tone, due to the ships of the East Asiatic Co. which called here first in May and continued during the year.

The Chinese flag showed an increase of 12,159 tons. The Swedish flag deserted us during the year, taking about 24,000 ton, and other

nationalities call for no special remarks. The actual number of ships of European construction—exclusive of river steamers which entered the port in 1898 was 556, being 239 British and 317 Foreign; these entered in the aggregate 3,564 times; giving a total tonnage of 4,871,213 tons; in 1897 the ships numbered 592 and the entries 3,437; and in 1896 the ships were 579 and. the entries 3,285; the total tennage in 1896 was 4,487,767 and in 1897 it was 4,869,563. Pranos Exchanged. Toned and Repaired The feature in 1898 is that fewer ships equal to new. Work Warranted. Robinmade more frequent returns and gave a son Piano Co. large increase in tonnage.

The 239 British ships carried 2,401 British officers and 44 foreigners as follows :-

British,			V. 10	401
Germana,	7.5		312	TUL
Americana	17.	orest de	1000	19
Danes,				1 2
Swedes,	12.		(4.3)	1
Austrian,	Section!			1
Portuguese			1	4
Norwegian	8.	1	7.14	
Pole,	4.10	Y	4.15	
	12 13 6			
Total,	1111		9	dan

The proportion of Foreigners was therefore 1.8 per cent, comprising 8 nation. To obtain the depth of water on the tide alities, a decrease of 0.2 per cent, with gauge at the Victoria Naval Yard add 5 ft.

officers, of whom 235 were British, as given in the table.

nahan		. aine.		11	
Chine	10.	1	1 11/2 20	0	17.
French		17.	1111		
Dutch,			56.76.00		1
Ameri				777	
Hawsi					
1 20	A LESS N	1			jin.
4	April 1		Charles of	1	

per cents were other Europeans, 11.4 per cent, were Asiation.

Taking the total of entries and departs ures, the average drew of British ships was 87, of which 20 per cent, were Buropeaus, and for Foreign ships 47, of which 26.4 per ount. were Europeans.

The year 1898 was marked by a large

Bulk oil, which made a large stride in the first half year, full off in the second half, but the year shows an increase of 10,680 tons. Case oil was practically the these points the Filipinos have condemned considerable increase, and the Import Roturn closes with a net increase over 1807 of

645,428 tons of cargo reported, In exports, a net increase of 552,072 ported an increase of 137,979 tons of cargo. In harhavour A lander or relevable delibe. Mr C. S. Hi

There can be no necessity for me again refer to the fact that we are entirely dependent for the above figures on gratuitous information compiled together without any special staff or machinery.

Using the classification adopted in previous years we find that the total import trade of 1898, was represented by 35,005 Vennela aggregating 8,403,98; topa, carrying 8,958,465 tons of cargo, of which 9,839,149 tong were dispharged in Hongkong.

the British flag this table shows a large represented by 24,989 repole, aggregating numerical increase, but a comparatively A,425,504 tons, carrying 3,000.474 tons of small tennage increase (679 topole of cargo, and shipping 483,931 tuns of hunker 437,838 tons). This is openinged for by an local,

port trade of the colony was increased from measuring 141 382 registered tons, and at all parts of the world, and that this increase

pean construction,	SOUTH	mtine 190	TO 99
registered tons, our	TIOME !	7 142 000 F	one c
Import cargo		3,388,48	9
Lixport	***	2,241,18	4
Pransit Bunker coal shipper	****	2,020,32	3
anneres com mulbid	HI.	493,95	7

The total number of tons carried was therefore 61 per cent. of the total registered tonnage, or 80 exclusive of River stea-406,179 tons, about one-half of which or 52 mers, and was apportioned as follows :--

t	Imports,—	10 WB
	British Ships 1,939,958 Foreign do., 1,448,533	
	Exports,— British Ships, 1,196,521 Foreign do., 1,044,678	3,388,489
	British Ships 1,189,460 Foreign do 830,862	2, 241, 194
	Bunker Coal,— British Ships,——280,473 Foreign do.,—213,178	493,651
	Total, The imports are given in the	8,143,656

these steamers arrived here in March and at the end of the year they are credited	493,651
116,670 tons. Nine new shins under this	Total,
flag also called here during the year re- presenting in the aggregate in and out 25 vessels and 28,044 tons; in these last were	table :
comprised 3 coal hulks en route for Kiad- chow and 3 cruisers for the Chinese Govern- ment.	Articles. 1897. 1898. In De- cr. se crease. Beans
The Norwegian flag shows an increase of 125 yessels of 88,899 tons, made my chiefly	Contion Farn & cotton 8, 31 37, 311 6,080
waters of some of the older ressels which	Flour. 8',904 103,544 17,540  Remp. 4',960 55,160 11,-00  Kerosine (bulk) 47,70% 67,862 19,80  Do. (cose) 60,348 59,116 1,231
Were away in 1897. The American flag contributes to the increase 30,778 tons, chiefly owing to the	1.496 4.700 1,496 1.490id fuel 2,150 2,160 Opium 2,531 2,538 147
the fall of Manila, and to the aduption by	Rattan 1,700 6,141 7,391 Rice 881,190 747,385 881,263
the Northern Pacific Co. of American na- tionality.  Danish colours give an increase of 15,641	Ton
tone, due to the ships of the East Asiatic	Timber 51,863 46, 91 18,269 General 1,211,700 1,151,149 60,551

Total 7,744,081 2,989,489 781, 78 85,950 Transit 1,862,462 2,72 ,322 167,450 Grand total 4,595,592 6,409,811 899,248

PASSENGER TRAFFIC. British ships., 130,176 130,574 including Emigrants.
Foreign ships., 65.840 67,665 including Emigrants.
River steamers 579, 22 564,627

8,390,502 7,295,174 Difference Excess of arrivals, 5,728.

Hongkong Tides.

The Tide Table given below has been tomatic tide-recording machine in the Water Police Basin at Term Sha Tsui during the years 1887-8-9;

The zero of the table is Low Water Ordinary Spring Tides, which has been found In and on the gange at Lamont Dook The S17 Foreign ships carried 2,068 Abardsen, add 12 ft. 0 in to the height

10th to 22nd May

Total.

The proportion of Britishers in foreign vessels, was therefore 11.3 per cent of still and the second of the per cent of still and the second of the per cent of still and the second of the per cent of the second of the Mr.G.P. Constantino ma Mr A Kajwaru De P. Lowle MrC H Heary Mr Kawety

Actables. Of the grows of Fundam CIVILIZATION OR BAVAGERY.
Pensels—9.0 per cent. were Britishere. 16.6 MEAVY INDICATED ACADIST THE INTERIOR. What is orvilled warfare and what is savepers! The question never attracted much attention in the days of ware between Buyopeans all professing to be divideed. Phoy all agreed to the general principle that was necessarily involves some degree

of myanary, and they tried to keep it down to a minimum, and they adopted Conventions which were intended to draw the line beyond which civilized nations should not no in war. Not that every act of war with in the limits of these Conventions must be called givilland war nor that everything outwentions indicated the principle of the thing. The most up to date Conventions are those of Geneva (1874) and Paris (1801), and the Tear of Bussia is now trying to bring about another, which will probably

go much further than any before. What, then, is civilized and what is undivilled? The answer cannot be made it is certainly possible to indicate some things which are clearly note of savagery. To kill or injure neutrals (except by accident) is inexcusable. To hold them for tansam, or to hold them at all, is equally inexpecable, and to destroy the property of neutrals can only be excused if reasons for

On another point their offence is of very grave character, though not so clearly or specifically prohibited in and written form of international law. A war policy involv-The transit return gives an increase of 18 Darbarous. A leader or ruler who deliberately decides on a plan of plain wholesale dovastarion is a sayage, A person who isarea an order to destroy everything in the land rather than let anybody get it is a In Cuha hundreds of thousands of natives

have died a lingering death from slow staryation and loathsome diseases generated by famine. At first the Spanish military policy was thought to be the cause of this, but further investigation showed that the hideans horrors in Cuba were the direct result of the rabels' policy of devactation. Lieut, J. G. Arm-Miss Ormsby They sened orders that no sugar-mill should be allowed to work. Thus, no mill. Mrs Armstrong and family. they died died by inches, died by thou. Lieut. Ool. G. nand, died by order of the rebut Generale. auch wilful, wanton, whologale managers, H.N. Major M. M. Morris, Consul Vulpidelli Schall the Philippines ase the same fate. Major M. M. Morris, Consul Vulpidelli The robols deliberately destroyed Ilolia for They yow they will do the same every. Hon. R. D. Ormsby Mr F. Williams where. They tried in Malabon, they tried Mrs Ormsby in Manila itself—tried, tried, tried again. They are determined not to louve a stone daturned to Befool and belie the misguided muddlers to the United States Senate and

civilised and humane. The richest provinces in Luzon are rich Mr P. Burs solely by reason of the rail way and the rice | Captain G. A. Callag. Home: mills and other big works of foreigners. On these the people depend for their living. | Comdr. Cresswell J.Mr John D. Hutchi-In the old days much smaller was the population that Pampanga could support, Mrs Cresawell Eyres Mr H. U. Jeffries or Pangasinan, or Buiacan, or Nueva Ecija. M. G. J. Chapman . Captain F. Kofod Take away the mills again, tear up the rail. Capt. A. C. Clark, Mr J. E. Lee. way, and a million innocent peasants will R.N. die as in Cuba. Aguinaldo, Luna, Mabini Mrs A. O. Clarke

rice mills started at Calumpit, the producer Davis and child . Capt. H. V. Prynne had to sell his rice at about half the figure Mr A. L. Denison he afterwards got for it. And besides that, Colonel H. Eladale, Mc A. Sinclair he had to get it to the market during the Colonel G. J. H.Mr A. G. Stokes. dry season at a cost of 76 cents per 'cavan,' besides which he often had to borrow money Mr J. S. Ezekiel on his crop to pay his expenses. When the Miss Ezekiel got down for 20 cents, where before it cost Lieut. Colonel A. R. Mr. G. H. Wheeler him 75 cents; he was in a position to sell when he wished to, dry season or rainy Mr M. E. P. Frost season, at a far better price (latterly more than double what he got before), and manylenders on rice crops who swarmed in the provinces before, and fattened on the poorer producers, very soon disappeared entirely from the scene. All this good they got direct from the rice mills and the railway, the property of neutrals, but did that hinder them from wanton and useless destruction of these properties? The Americans have treated them with every consideration, and the result was that leniency was taken for fear and only had a bad effect on them.

Firmness is the only way, and we expect it is the way that will be taken. When a dog gets hydrophobia, and tears around with blood in his eye, that is no time for the maudlin, inaddling of a mildmannered philanthropist to say Poor thing; be gentle with it win it by kindness. It is time to do as Truth saya; Spread the peaceful gospel with a Gatling gun. - Manila Times.

Can'n Pianos; very compact, 5 Octaves: iron frames. Transposing Pianos. Robinson Piano Co.

A. Tokio telegram dated May 1 says :- The negotiations between the Japanese Consul and the local Governor for the establishment of the Settlement at Fuchau under the exclusive control of Japan have been successfully concluded, and the matter referred to the Tsangli Yamen for approval. It is expected that the agreement will be ratified shortly.

Wiley the American training ship Essex V and the cruiser Marietta visited Curacao a G week or so sgo the Dutch Governor of the M island immediately ordered them to leave, H on the ground that he understood that a M state of war existed between Spain and the United States, and his had to observe the M duties of neutrality. He had not received notification of the conclusion of peace by the beiligeroute.

A PLEASURE AND A DUTY.

consider it not only a pleasure but a No compiled by the Nautical Almanae Cifice about the wonderful cure effected in my in London from the result of the analysis case by the timely use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. I was taken very badly with flux and procured a bottle of this remedy. A few doses of it effected a permanent cure. I take pleasure in recommending it to others suffering from that dreadful disease -J. W. LYNCH, Dorr, W. Va. This ramedy is sold by all Dealers, WATKINS, & Co., General Agents.

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Mr S. Nakagama Mr M. Pardo Mr F. C. do Sautaga Mr Niels Hedberg Mr John Stafford Mr R. Spiki Mr Stevenson Tod Mr R. S Trevor Mr A. L. Warner Mr & Mrs Earl! My A. Welsh. Mr. With Money Mr. Fred Wheeler

VISITORS AT HOTELS. MORGRONG MOTEL Mr Sydney Abboth Mr and Mrs Kiens Mr Hinghorn Mr J. Kirkwood Mr Mt. Laonon Mian Lago

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Mrs Payne Mr W. Pearse Mr L. Peck Mr Ping Miss A. Raleigh Mr P. Regulado Mr and Mrs A. H. Rennie M.Mr S. J. Robins Mr F. W. S. Saunders Major & Mrs Griffin Mr won Schleich Mr E R. Hallifax . Mr C. Sherrington

Mr.P. Bick Mr H. Simming Mr B. J. Henderson Mr Skinner Mr Bomerville Large Mrs Stoddard Mrs Hillman Misses Striddard Mrs Sutcliffe Mr.J. S. Sutiracts Mr.E. H. Hinda

Mr (). Tiberii KerfootMr V. Uldall Mr. and Mrs / Win. Whiley Miss Whiley 🛝 N'r Bagnall-Wild Mr O. H. Zatman Mr & Mrs Judah

the holokausta of Mero and the mass Mr Alexander Donald Turner and family Moras of Attlia and the Hune, noved was Rov. I'mneis Flynn, My and Mrs W. E. Major & Mrs Wight

Dr & Mrs W. M. S. Colonel E. H. Gurges classifier who say the Filipino is highly Mr H. F. R. BraynoLieut, R. P. Hobson, Mr G. H. Bryant Staff-Surgeon W. E.

have all put their names on paper saying Capt, Van Corbach Mr R. Mitchell Before Messrs Warner, Barnes & Co.'s Mr & Mrs W. H. T. Hon. H. E. Pollock

Mr H. Wicking Fraser

AN ANCIENT BELIEF. THE ancients' believed that rheumatism; was the work of a demon within a man. Any one who has had an attack of scietic or inflammatory rheumatism will agree that the infliction is demoniac enough to warrant the belief. It has never been claimed that Chamberlain's Pain Balm would cast out demons, but it will cure rhoumatism, and hundreds bear testimony to the truth of this statement. One application relieves the pain, and this quick relief which it affords is alone worth many times its cost. For sale by all Dealers, WATKING, & Co., General Agents.

CHINA COAST METEOROLOGICAL REGISTER.

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- - ENE 3 b Malate. F. G. Fron First Assistant Hongkong Observatory, May 15, 1899 1. Baneurras, reduced to 82 degrees Fabreo halt, and to the lared of the sea in inches, tentle,

C.S. James

and hundredths.

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6. Feman or Wire according to Beauton the Brays or Waltens, by blue sky, o ditrebed shouds & driviling rain, top & excount his half | Light arts; o dreamer & possing showers at results; or rain; a super or hunaries; or railings; Hor Britannio Majesty's Ships on the China Station. Tone Guns I.H.P.

Captain Where et. Alsority despatch-vassel Comdr. A. H. Smith Dorrigo Algorine Shanghal Focobow 1050 Aurors armoured cruiser, Int class Captain E. H. Bayly battleship, ist class Houskons Yokobama Hon, Q. C. J. Colville, C.B. Bonaventure cruiser, and class Capt. R A. J. Montgomarie, C.P. Shanghal Wallalwa orniser, and class Conturion\* Com. R. B. S. Wray battleahlp, lat olass 0,500 Captain J. R. Jellione Weikawe 2000 Hongkung Shanghal Hongkong Hongkong Wethelwel g-bt. 3rd class coast defence Lt. Com. C. Chadwick Page torpede boat destroyer. Firebrand Liout Com. R. J. Keyes gunboat, 2nd class 405 19,000 cruiser, Int class 7830 13 Captain F. W. Fisher Handy torpedo boat destroyer 975 975 4000 Hongkong Hongkong Hongkong Weihniwei torpedo boat destroyer 4000 Hermione cruiser, 2nd class 4360 Capt. G. A. Callaghan Humber storeship 1640 Comdr. H. J. Davison Iphigonia oruiser, 2nd class 3600 Capt. H. N. Dudding innet Shanghai gun-vessel, 2nd claus Orlando Com. Wm. W. Smythe Shanghai armoured cruiser, 1st class Captain J. H. T. Burke Peacook Sing pure gunboat, Ist class Lieut.-Com. P. S. St. John Phoenix Manile gools 1400 Pigmy Capt. R. P. Cochran gunboat, lat class Shanghai Lieut.-Com. J. F. Green Plover gusboat, 1st class Doilo L'. Com. C. V. de M. Cowper Covertat Hongkong cruiser, 1st class 1,200 Capt. Hon: H. Lambton Ratrier Manile gunizear, Lat chass Lt. Com. Hon. G. A. Hardinge river gunboat Hougkong ,85 Lieut Comdr. Carr On a cruise gun-versal, 2nd class omd, C. W. Winnington-Ingran **Famar** receiving ship Hongkong Commodore Francis Powell Tweed g-bt Srd piage coast defence Honghong 363 Undaunted . Hongkong armoured cruiser, 1st class Capt. A. C. Clarke Victorious battleship, 1st class Hongkong Yokobama Capt. A. Schomberg Waterwitch Surveying ship torpedo boat destroyer Whiting Comdr. W. P. Dawson

Lieut. Com. H. D. S. Watson | Shanghai \* Flagship of Vice-Admiral Sir E. H. Seymour, R.C.B. + Flagship of Rear-Admiral C. S. P. Fitzgerald,

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coast defence ship, armoure

Name.

THE STANDARD LIFE ASSUR-ANCE COMPANY, One of the largest and weathlest of the Provident institutions of the United King. dom, Forms of application and all information will be promptly afforded on apgliosupp to

LOOWELL & CO. LD. Hangkang, January 9 1890. THE IMPERIAL MARINE INSUR-

ANCE Co., LTD., TORYO. THE Undersigned ere prepared to accept MARINE RIERS at CURRENT RATES. GEO. R. STEVENS & Co.,

Hongkong, January 5, 1899. UNION ASSURANCE SOCIETY. (Instituted in the Reign of Queen Anns A.D. 1714). CAPITAL FULLY SUCHDRIBED, 2450,000. CAPITAL PAID UP, £180,000.

TOTAL INVESTED FUNDS EXCEED £3, 147, 574 TOTAL ANNUAL INCOME, £902,286. THE Undersigned, having been appointed Agents of the above Society in Hongkong, are prepared to issue Policies against FIRE on the usual terms.

HARRY WICKING & Co., Praya Central. NORTH BRITISH AND MERCANTILE INSURANCE COMPANY. TOTAL FUNDS AT 31ST DECEMBER, 1807 Mr Cavendish Taylor Authorised Capital ...... £3,000,000.0.0 Subscribed Capital .....£2,750,000.0.0 Mr and Mrs E. H. Paid-up Capital ..... £ 687,500.0.0 Fire Funds .....£2,601,016.2.9

ITAVING been appointed AGENTS of the above Company we are prepared to Accept EUROPEAN and CHINESE RISKS at Current Rates.

SHEWAN, TOMES & Co., Hongkong, June 22, 1898.

THE CHINA MUTUAL STEAM NAVI-GATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM GLASGOW & LIVERPOOL. THE Company's Steam-ship Kintuck, baving arrived from the above ports, lonsignees of cargo are hereby informed that their goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claune must be sent in to the Office of the Undersigned before noon, on the 17th inst., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on the 17th inst. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 17th inst, will be subject to rent. Optional goods will be landed here unless

nstructions are given to the contrary before Noon To-day. Bills of Lading will be countersigned by PRICE LISTS. HOLLIDAY, WISE & Co., Hongkong, May 11, 1899.

INITED STATES & CHINA-JAPAN STEAMSHIP LINE.

FROM NEW YORK & STRAITS. THE Steamship INDRAPURA; aving arrived from the above ports, Con-

gnees of cargo by her, are hereby informthat their goods, are being landed at eir risk into the Godowns of the Hong. one & Kowloon Wharf & Godown Co., D., AT KOWLOON, whence delivery may be Cargo remaining undelivered after the 19th inst. will be subject to rent.

No Fire insurance has been effected. Consignees are requested to present all Claims for Damages and/or shortages not later than the 26th Instant, otherwise they will not be recognised. Bi is of Lading will be countereigned by JARDINE MATHESON & Co.,

Hongkong, May 12, 1899. CARMICHAEL & BARLOW Consulting Engineers, Surreyors and Contractors .

QUEEN'S BUILDINGS. DESIGNS and Specifications Prepared for any Class of STEAMER. LAUNCHES and LIGHT DRAUGHT VESSELS, a Speciality. Contractors for the supply and erecting of in any case whatever. any Type of Mechinery. New Work and All Damaged Packages must be left in

Telegrams 'CELESTE' Horgkong Telephone 232 H. P. CARMICHAEL B. J. BARLOW.

Hongkong, April 1, 1899.

Intimations.

Lieut.-Com. E. Kelly

G. FALCONER & Co., WATCH-MAKERS AND JEWELLERS,

NEW SELECTIONS OF DIAMOND JEWELLERY AND ENGLISH SILVER WARE, HIGH-CLASS GOLD AND SILVER WATCHES. LARGE ASSORTMENT OF SPROTACLES.

PINGE-NES AND BYE PRESERVED G. PATOONER & On ARE AGRES FOR ROSE'S FAMOUS TELESCOPES AND BINOUULARS, LORD KELVINS NAUTICAL INSTRUMENTS, ADMIRALTY ( HARTS AND BOUES.

----:( \* );-----JUST ARRIVED : EASTMAN'S CAMERAS AND ACCESSORIES.

HONGRONG STEAM LAUNCH CO.

LAUNCHES FOR SALE, HIRE OR CHARTER, For Pionic, Shooting, Pathing Parties, &c. Specifications and Drawings for the Building of Launches, Tug. Cargo, Water Boats, and Small Craft of every Description,

Apply to Compant's OFFICE, Id PRAYA CENTRAL, A. G. GORDON, General Manager. Hongkong, April 1, 1898,

COMBUSTION

in the human body is of the utmost importance in determining vitality. Unless combustion is active, the vital organs lose their power, the body loses flesh, skin becomes pale, and the whole system is in danger.

Scott's Emulsion The second for the property of the second se

induces a healthy combustion, by supplying the blood with the principle of carbon—the principle which enriches the blood, assists in making healthy flesh, and gives force to the vital organs. By taking Scott's Emulsion you gain the human steam that keeps the body vigorous. It nourishes when all other food is of no avail. All Chemists. Sole agents for Hongkong and the Empire of China: WATKINE & On. Hongkong.

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Every Description of GENERAL PRINTING curried out UNDER EUROPEAN SUPERVISION.

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const Port Orders receive careful attention.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER NANKIN.

FROM BOMBAY AND STRAITS. CONSIGNEES of Cargo by the above.

KOWLOON WHARPAND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and Mark and delivery can be obta ned as soon as the Goods are lauded.

This Vessel brings on Cargo :-From PERSIAN GULF, ex s s. B. I. S. N. and B. and P. S. N. Co. s Steamers From Madeas, ox a. a. Loodinia. Goods not cleared by the 15th Instrut, at 4 p.m., will be subject to rent. No Pire Insurance will be effected by me

the Godowns, and a Certificate of the dam-New and Second-hand Laurcies ron Salk within ten days after the Vessels arrival here, after which no Claims will be racog-H. A. REYCHIE

WEEKLY NEWS FOR HOME.

The Gregland China Mall.

IS PUBLISHED to sale the Departure
of such Exercise and Fastern Man that their Goods are being landed and placed at their risk in the Hongkong and Shipping and other histometics. The varionis Reports of Contraction and all other neva are given in 

# PETAPLISHED OF IMPERIAL DECREE OF THE

18th November, 1896 PAID UP CAPITAL .......... 894,374. Subscribed Oligital ... The 8,000,000 PAID-UP WAPITALE IN ... 1, 8,500,000 HEAD OFFICE-SHANGHAL BRANCHES AND AGRACIES.

HANKOW, PERING. CHEFOR. BWATOW, CHINRIANO, TIESTSIN. Focomow.

THE BANK PURCHASES and receives for Collection Bills of Exchange drawn on the above places, and Sella Drafts a Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH. Advances made on approved securities.

Interest allowed on Current Accounts at th Rate of 2% per Annum on the Daily Balances.

On Fixed Deposits for 3 Months ... 9% E. W. RUTTER.

Hongkong, October 15, 1898. TONGKONG AND SHANGHAI

BANKING CORPORATION. 

RESERVE LIABILITY OF \$ 810,000,000. PROPRIETORS ..... Court of Directors :-R. M. GRAY, Esq.-Chairman. N. A. Siece, Esq. - Deputy Chairman. Alex. MacConachie,

E. Goetz, Esq. Armin Haupt, Esq. A. J. Raymond, Esq. Hon, J. J. Keswick. P. Sachse, Esq. E. Shellin, Esq. R. H. Hill, Esq. R. Showan, Esq. CHIEF MANAGER:

Hongkong-T. Jackson, Raq. MANAGERT Shanghai-J. P. WADE GARD'NER, Esq. LONDON BANKERS-LONDON AND COUNTY BANKING Co., La.

Honorow-Interest Allowed. On Current Account at the rate of 2 per cent. per annum on the daily balance.

OR FIXED DEPOSITS :--For 9 months 21 per cent per annum. T. JACKSON.

Chief Manager. Hongkong, May 3, 1829.

HONGKONG SAVINGS BANK.

MITHE business of the above Bank is con-A ducted by the HONGKONG AND SHANGHAI BANKING CORPORA-TION. Rules may be obtained on application.

INTEREST on deposits is allowed at 31 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on RESERVE FUND FIXED DEPOSIT at 4 PER CENT. per

For the Hongkong and Shanghai Banking Corporation, T. JACKSON, Chief Murueger.

Hongkong, Angust 1, 1805.

# Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINGULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER OHUSAN.

FROM BOMBAY, COLOMBO AND STRAITS.

MONSIGNEES of Cargo by the aboveunamed Vessel are hereby informed that their Goods are being landed and placed at their risk in the Honorous and KOWLOON WHARF AND GODOWN COMPANY'S Gonowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

The Vessel brings on Cargo :-From Landon, &c., ex s. s. Him laya From PERSIAN GULF, ex s. B. I. S. N. and B. and P. S. N. Co.'s Steamers. From Zanzinan, &c., ex a. s. Respostana. Optional Goods will be landed here unless instructions are given to the contrary before 1 p.m., To DAY, the 11th Instant,

Gords not cleared by the 17th Inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever

All Damaged Packages must be left in the Godowne, and a certificate of the damage obtained from the Godown Company A within ton days after the vessel's arrival; here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent. Hongkong, May 11, 1899.

AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY. NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADUN, KARRACHI, BOMBAY, PENANG AND-SINGAPORE.

THE Steamship Vindobona, having arrived. Consignees of Cargo are hereby informed that their Goods, are being handed at their risk into the Godowns of the Hongkone and Kowloon WHARF AND GODOWN CO., LIMITED, whence delivery may

be obtained The Vessel brings Cargo .-From TRIESTE, OR B. Imperatric, transhipped at BOMBAY. From VENICE, ex s.s. Massimiliano and Carlotta, transhipped at

Optional Cargo will be discharged here unless notice to the contrary be given im-No claims will be samitted after the Goods have left the Godowns, and claims must be sent in to the office of the

undersigned before moon, on the 19th May, or they will not be recognized. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th of May, will be subject to

Bills of Lading will be consideral by

## Banks.

MITHE NATIONAL BANK OF CHINA. 

Haad Oppion-Hongroud.

Roard of Directors. D. GRLIER, Baq. CHAN KIT SHAN, Esq. KWAN HOI ORUEN, CHOW TUNG BRANG, J. T. LAUTE, Esq. GEO. W. P. PLAYPAIR.

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spondence and comments of the Press. To which is now added a Report of the PITMAN F. KESWICK TED OTHERS

Criminal Sessions, with connected Curre-

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VOLUMEN I TO XII.

1. LIST OF CONTRIBUTORS. 2. ABTIULES. 3. - BEVIEWS OF BOOKS. 4.- Last of Authors Reviewed.

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a. Wepulkara Nimet SECOND EDITION.

TTISTORY OF THE CHURCHES OF II INDIA, BURMA. STAM. THE MALAY PERENBULA CAMBODIA, ASSAM, THIRET, CORRECTAND JAPAN, Entraced to the Society of the MINION ETRANGERES.

(Francisted by EDWARD HARPER PARKER, Reprinted from "Thin Come REVIEW." PRIOR ON BOLLAR

OWNALS AT KELLY & WALSH, TWO THE BACK DOOR.

TITHE Series of Articles entitled 'THE BACK POOR, which appeared in the Cases Wall, have been reprinted, and may be intrained in Pamphlet Porm,

Books Tables, Brokenpis, do.

Merchant Vessels in Hongkong Harbour. Broductos of late Arrivale and Departures reported to-day.

To incillinte finding the position of any react in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore h., and those in the body of the Shipping or midway between each shore are marked on in conjunction with the figures denoting the apottons.

L. From Green Leland to the Gas Works. 8. Fram Gas Works to Jardine's Whart. From Jardine's Wharf to the Harbour's Office. 4. From Harbour Mester's to the Markot. a. From The Market to Peddar's Wharf. 6. From Paddar's Wharf to the Naval Vard.

From Naval Yard to Blue Buildings, Propi June Buildings to East Point, From Kellot's Island to North Point, 10. Kawloon Whares 11. Janline's Wharf.

NES, WATER PIPES,	Pianl's Names	Captain.	Flag and	Tans nett.	Date of Arrival.	Consignees or Agents.	Distinution.	Remarks.
BRETON & Co., Merchants and Commission Agents.	Steamers. Benlamond Bergenhus Bisagno Changsha	Maganzini	Aug. atr.	1509	May 1 May 1 May 1		S'pore and Bombay Sydney, do.	May 16. May 16.
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ed TOPOTRO	Queen of Isles	d effitchtiold	Britsh	th 19	90 Maro	h 5 Standard Oil Co. 12 Ambold, Karberg & Co.		

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M. 1. M. E., M. I. Mech. B., London. DONALD MACDONALD Hongkong, May 28, 1898. 1927 NOTICE TO ADVERTISERS.

OWING to the large and continued increase of EDESCRIBERS to the CHINA MAIL, We are compalled to go to Pres carlier. Alterations and additions to Advertise monte on Pages I and 4, should be rout

bere not later than 10 a.m. New ADVER HENENTS should be sent before 3 p.m. BAIN & REID. Honykong, April 14 1899:

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

Regular MEETING of the above LODGE will be held in the FRE MASONS' HALL, Zetland Street, TUESDAY, the 16th May, at 8.30 f. 9.00 p.m. precisely. VISITING BRETHIE are cordially invirted to attend.

Hongkong, May 5, 1899. PROF. H. FRANKE

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Debt combructed by the Officers as Class of the following Fast during their stay to A New Book by Dr Kahnert. Mr Giles' Chinese Dictionary, Herational Marketar 1-Notes on Callery's System. Simple Truths. Collected & Bibliographics. Morroman -- Marter Capale History .- Merch

## SHARE LIST.-QUOTATIONS,-MAY 15, 1899.

I STORE REEPER.  Stocks.  Stocks.  Stocks.  Stocks.  Stocks.	WILES.	Value.	Paid	Olosing Quoto	Living
on to Howard, Carreers and					
ttention given to Coast Port Rank of China & Japan, Limited	80,000			293 % prem. =	\$491.2 [buye
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Hongkong Fire Insurance Co., Ld.  B. KINGHORN and MAC- H'kong & Whampon Dock Co., Ld.  H'kong & Whampon Dock Co., Ld.  STRAMBUATS.	12,50	2 3 7 1		360 % prem.	= <b>\$</b> 5 [buy
ALD having been appointed strangers. J. and E. Halls China and Manils S. S. Co., Ld China and Manils S. S. Co., Ld Douglas Steamship Co., Limited Douglas Steamship Co., Ld HK. C. and M. Steamboat Co., Ld.	5,00 20,00 80 00	\$ 1 0 <b>\$</b> 1	0 ali	\$78, buyers 856, buyers 10 \$29, buyers	
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JOHN W. KINGHUKN,  J. M. E., M. I. Mech E., London.  DONALD MACDONALD  China Sugar Company, Limited  Luzon Sugar Company, Limited	2,000 7,00	08 1	00 al		
mg, May 28, 1898. 1088 HK. & Kow. Wharf & Godown Co. Wanchil Warehouse and Storage   Company Limited LAND AND BUILDING.	17 X X Y **	and a minimum		17 <b>1 8</b> 39, bayers	
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Pages 1 and 4, should be rout 11K. High Level Transways Co., Ld.	1,2		00 al	l 8145 l 810, sellers	
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ong, April 14 1899 Great Eastern and Calcionian Gold Mining Co., Ld. Great Eastern & Calcdonian pre- ference shares		00 <b>3</b>	18	- 1 \$11, sellers	
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ERTAKES to extract Corns, and Geo, Fenwick & Co., Limited.  o Cure Warts, Bunions, and Ingrow- nails. Terms moderate.  Hongkong Dary Farm Co. Hongkong Ice Company, Limited	10 5	000 <b>8</b> 000 <b>8</b> 000 <b>8</b>	748	all \$31 5 \$34 all \$112, sales all \$170	
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gkong, 1st May, 1899. 1086 ing Co., Ld. International Cotton Manufactur	10	.000 Tis.	1007	% 100 Th. 75	
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